The Hong Kong Daily Press.

No. 7751 號一十五百七千七第 日七初月九年午壬緒光 HONGKONG, WEDNESDAY, OCTOBER 18TH, 1882. 禮拜三 號八十月十英港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

October 17, NINGPO, British steamer, 761, Cass, Shanghai 14th October, General.—SIEMSSEN & Co.

October 17, FIDRA, British steamer, 730, Cave, Swatow 16th Oct., General.—BUN HIN & Co.

October 17, EASINGTON, British str., 1,137, I. G. Greig, Rangoon 3rd Oct., Bran.—CAPTAIN.

October 17, OLYMPIA, German steamer, 782, Christiansen, Saigon 12th Oct., Rice.—SIEMSSEN & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, OCTOBER 15TH.

Diamante, British str., for Manila.
Coptic, British str., for San Francisco.
Deutsros, German str., for Saigon.
Chi-nan, Chinese str., for Singapore.
Lido, British str., for Bangkok.
Fidra, British str., for Singapore.

DEPARTURES.

October 17, ÆGEAN, British steamer, for Bangkok.
October 17, TEUCER, British steamer, for Singapore and London.
October 17, EMUY, Spanish steamer, for Amoy.
October 17, HIMALAYA, British steamer, for Saigon.
October 17, MENELAUS, British steamer, for Amoy.
October 17, DIAMANTE, British steamer, for Manila.
October 17, COPTIC, British steamer, for San Francisco.
October 17, LIDO, British steamer, for Bangkok.
October 17, BOKHARA, British steamer, for London.
October 17, NINGPO, British steamer, for Canton.

PASSENGERS.

ARRIVED.

Per *Ningpo*, str., from Shanghai.—Messrs. Field and Pyne, and 167 Chinese.
Per *Fidra*, str., from Swatow.—Mr. Stack, and 450 Chinese.
Per *Olympia*, str., from Saigon.—45 Chinese.

DEPARTED.

Per *Thales*, str., for Swatow.—Mr. C. W. Holliday.
Per mail steamer *Bokhara*, from Hongkong.—For Singapore.—Mr. J. Scott, Mr. Ung Kong Hup and family and 5 servants. For Bombay.—Major T. Blake-Humfrey, Mr. S. B. Futtakia. For Venice.—Mr. John Sandilands. For London.—Mr. Bennis. From Shanghai.—For Singapore.—Mrs. King and infant. For Port Said.—Mr. A. D. Benjamin. For Bombay.—Mrs. B. D. Benjamin, Mrs. M. Ezekiel, Mr. D. M. David and servant. From Yokohama.—For Venice.—Mr. and Mrs. J. Robertson, Master Johnston and servant. For London.—Mr. and Mrs. Gooding and 2 children, and Mr. K. Ishuin.

REPORTS.

The German steamer *Fidra* reports left Swatow on 16th inst., and had fine weather throughout.

The British steamer *Ningpo* reports left Shanghai on 14th inst., and had N.E. wind and fine weather.

The German steamer *Olympia* reports left Saigon on 12th instant, and had strong North-easterly winds and heavy sea.

The British steamer *Easington* reports left Rangoon on 3rd inst., and had fine weather until 14th, when had very strong N.E. monsoon with heavy squalls and very high sea which lasted until 15th.

NAGASAKI SHIPPING.

October— ARRIVALS.

1, Genkai Maru, Jap. str., from Kobe.
2, Abreck, Russian clip., from Chefoo.
3, Norden, Danish str., from Hongkong.
3, Brenda, British brig, from Shanghai.
4, Cassandra, German str., from Shanghai.
4, Sumida Maru, Jap. str., from Hongkong.
4, Anglo-Indian, British bk., from Shanghai.
4, Tyne, British str., from Shanghai.
4, Oaklands, British str., from Shanghai.
5, Herbert Black, Amr. bk., from Shanghai.
5, Pembrokeshire, British str., from Kobe.
5, Solidor, British bark, from Shanghai.
5, Nilgata Maru, Jap. str., from Kobe.
5, Vestnick, Russian clip., from Vladivostock.
6, Tokio Maru, Jap. str., from Shanghai.
6, Tsuruga Maru, Jap. str., from Korea.

October— DEPARTURES.

1, Clara, German bark, for Shanghai.
1, Ingo, German str., for Shanghai.
2, Baumwall, German str., for Hongkong.
2, Genkai Maru, Jap. str., for Shanghai.
3, Kanagawa Maru, Jap. bk., for Yokohama.
4, Ingeborg, German bark, for Shanghai.
4, Auguste, British sch., for Chefoo.
4, Sumida Maru, Jap. str., for Kobe.
5, Flying Fish, British s.-v., for Korea.
5, Tyne, British str., for Hakodate.
5, Norden, Danish str., for Hongkong.
6, Manhem, Swedish sch., for Shanghai.
6, Nilgata Maru, Jap. str., for Hongkong.
6, Margrethe, German bark, for Chefoo.
6, Tokio Maru, Jap. str., for Kobe.
6, Cassandra, German str., for Hongkong.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Breconshire (s.)	Hongkong	Aug. 31
Prinas (s.)	Manila	Sept. 4
Khedive (s.)	Shanghai	Sept. 6
Magallanos (s.)	Manila	Sept. 6

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Ethel Caine	Sunderland	Mar. 5
Craigendarroch	Greenock	Mar. 30
Cicero	Liverpool	Apl. 3
Leander	London	Apl. 14
Vindalus	Liverpool	May 10
F. G. Caryill	Penarth	May 20
Vortsetzen (s.)	Glasgow	June 23
Frederike	Penarth	June 28
Dora	Cardiff	July 2
Valencia	Liverpool	July 15
Marianne	Cardiff	July 15
Arab	Liverpool	July 20
Iquique	Cardiff	July 26
Weser	London	Aug. 5
Benarty (s.)	London	Aug. 9
Carmarvonshire	London	Aug. 17
Lina Schwoon	Cardiff	Aug. 31
Josefina	Liverpool	Aug. 31
Marie	Liverpool	Aug. 31
Chocorua	London	Sept. 2
Lombardy (s.)	London	Sept. 6

AUCTION SALES TO-DAY.

J. M. ARMSTRONG,
Sundry Goods,
At 11 A.M.

NOW ON SALE.
THE HOUSEHOLD COMPANION AND STUDENT'S FIRST ASSISTANCE,
By Dr. DEVAN,
With many Additions, Corrections, and Dr. WILLIAMS' Orthography.
PRICE:—
In Paper Wrapper $1.50
Neatly Bound $2.00
Apply at the *Daily Press* Office.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....2,350,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. L. DALLETMPLE, Esq.
Deputy Chairman—WM. REINERS, Esq.
H. Hoppius, Esq. | F. D. Sassoon, Esq.
Hon. F. B. Johnson. | M. E. Sassoon, Esq.
A. P. McEwen, Esq. | W. S. Young, Esq.
A. Molver, Esq. | C. Vincent Smith, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 19th August, 1882.

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).
PAID-UP CAPITAL..... £1,500,000.

LONDON BANKERS.
BANK OF ENGLAND.
UNION BANK OF LONDON.
BANK OF SCOTLAND, LONDON.
RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.
Hongkong, 1st June, 1882. [11

INTIMATIONS.

FOR SALE.

WACHTER'S ROYAL CHARTER CHAMPAGNE.
Purveyors to Her Majesty the Queen and to H. R. Highness the Prince of Wales by Special Appointment under a Warrant dated 7th March, 1881.
1 Dozen Quarts ..... $32.50.
2 Dozen Pints ..... $23.50.
Apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th August, 1882. [1622

NOTICE OF REMOVAL.

A. MILLAR & CO., PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Warehouse to No. 6, "BEACONSFIELD ARCADE," where Orders for Fittings and Repairs will be punctually attended to. [31

FOR SALE; JUST RECEIVED.

REAL SCHIEDAMSCHE JENEVER, PRIME QUALITY IN STONE BOTTLES.
DR. TOWNSEND'S AROMATIC HOLLANDS TONIC, POMERANZEN BITTERS.

BREECH-LOADING GUNS, RIFLES, REVOLVERS, CARTRIDGES and SHOTS.
J. F. SCHEFFER,
Nos. 21 and 23, Pottinger Street.
Hongkong, 1st June, 1882. [799

E. CASSUMBHOY.

FURNITURE WAREHOUSE,
Nos. 9, 11, 13, 13, and 14,
BEACONSFIELD ARCADE,
Opposite the City Hall.
HOUSES or ROOMS FURNISHED THROUGHOUT ON THE SHORTEST NOTICE.
FURNITURE, PIANOS, &c.,
FOR SALE OR HIRE.
A GOOD SELECTION OF BOOKS.
Some Choice Original Oil Paintings and Water Colours: Chromos, Engravings, &c.
A few Pieces of Genuine Old Porcelain and other Ware.
CHINESE AND JAPANESE CURIOS.
Hongkong, 14th March, 1882. [1720

SMITH'S PATENT DREDGERS.
THE SIMPLEST,
Cheapest, and most efficient Dredgers made.

THESE DREDGERS are fitted with a novel Grip Bucket Worked by Hydraulic Power providing a most simple Machine to clear Sand Banks or Harbours at half the cost of present Dredgers. Sole Makers
CLARK, BUNNETT & Co., (Limited.)
LONDON, ENGLAND.

BUNNETT'S PATENT HYDRAULIC LIFTS.

LIFTS for Passengers and Goods. Sole Makers, CLARK BUNNETT & Co., Limited, Engineers and Founders, Rathbone Place, London. *Every description of Iron Castings, Iron Buildings, &c.*—Catalogues on application. 1667

CHINA OVERLAND TRADE REPORT, the COMMERCIAL JOURNAL for CHINA, JAPAN, &c., &c.,
Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure of the English Mail,
contains the
LATEST AND FULLEST TRADE INTELLIGENCE,
REPORTS OF MEETINGS OF COMPANIES,
THE LATEST TELEGRAMS,
together with the
POLITICAL AND GENERAL NEWS
of the Fortnight.
The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.
Hongkong, 3rd October, 1877.

JOHN BALLEY WHITE & BROTHER'S PORTLAND CEMENT.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.
Hongkong, 14th December, 1881. [1719

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.
Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.
Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co.'s
MONOPOLE.
DEETJEN & Co.
Hongkong, 1st July, 1881. [1261

NOW ON SALE.
BOUND VOLUMES of the *China Overland Trade Report* for the Year 1881.
PRICE TEN DOLLARS.
Apply at the *Daily Press* Office.
Hongkong, January, 1882.

TO BE LET.

TO LET.
THE PREMISES at BOWRINGTON known as the Old INTERNATIONAL ICE HOUSE. GODOWN Capable of Storing about 4,000 Tons Coal, Dwelling House attached, &c., &c.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 3rd October, 1882. [1843

TO LET.
With Immediate Possession.
A LARGE OFFICE, or Suite of Offices, on the First Floor of the Premises occupied by
KELLY & WALSH.
Hongkong, 3rd October, 1882. [1844

ROOMS TO LET.
Apply to
SANDER & Co.
Hongkong, 28th September, 1882. [1819

TO LET.
THE 1ST STOREY of the 2ND HOUSE known as the "BLUE BUILDINGS," Praya East. Lately occupied by the U. S. CONSULATE, with immediate possession.
J. M. GUEDES.
Hongkong, 27th September, 1882. [1814

TO LET.
TWO GODOWNS at Wanchai near the Praya.
Apply to
LINSTEAD & DAVIS.
Hongkong, 19th August, 1882. [1525

TO LET.
NOS. 2 and 4, PEDDAR'S HILL.
No. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by Pacific Mail S. S. Co.
No. 8, SEYMOUR TERRACE.
No. 9, SEYMOUR TERRACE.
Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 21st September, 1882. [34

TO LET.
COMMODIOUS OFFICE, Praya Central, Suitable for Brokers and Public Companies; besides 2 Sleeping Rooms, with 2 Bath Rooms attached.
Apply to
HESSE & Co.
Hongkong, 2nd September, 1882. [1617

TO BE LET.
(With Possession on 1st October Next.
THAT LARGE and COMMODIOUS HOUSE, No. 14, Arbuthnot Road.
Apply to
J. A. DE CARVALHO.
Hongkong 1st September, 1882. [1656

TO BE LET.
(With Possession on 1st of October Next.)
THE PREMISES at present in the occupation of the "NOVELTY STORE" in Bank Buildings.
Apply to
SHARP & Co.
Hongkong, 1st September, 1882. [1658

GRANITE GODOWNS TO LET.
Apply to
Messrs. SHARP & Co.
Hongkong, 7th March, 1882. [459

TO LET.
ROOMS in CLUB CHAMBERS.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [37

HONGKONG WHARF & GODOWNS.
Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.
Hongkong, 3rd March, 1881. [1047

FOR SALE
GEORGE GOULET & Co.'s CHAMPAGNE
CARTE D'OR, in Cases of 1 doz. Quarts...$17
Do. Do. 2 doz. Pints...$18
We state with pleasure that the brand of GEORGE GOULET & Co. has come up remarkably well during the past year, the quantity imported (7,127 Cases) being the 6th largest out of 30 Brands on the list; we wish this house a continuation of this well deserved prosperity.—(Extract from *Bonfort's Wine and Spirit Circular*) January 10th, 1882.)
JUNG & Co.'s Choice Qualities
HOCK and MOSELLE,
from $5 to $15 per Case of 1 doz. Quarts.
JOHN HOPKINS & Co.—LONDON.
"GLENGARRY" OLD SCOTCH WHISKEY,
In Cases of 1 dozen Quarts, $6 per Case.
JOURNU FRERES Celebrated CLARETS,
CHATEAU BELAIR, CHATEAU SOLLBERG.
PUSTAU & Co.,
Agents,
Hongkong, 3rd October, 1882. [1846

A FONG,
PHOTOGRAPHER,
By Appointment has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire.
New Views of Amoy will be shortly Published, Mr. GRIFFITH being about to proceed there for a short stay.
A Studio for Portraiture is to be opened at that port during his visit.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
The new PROMENADE PORTRAITS are now taken daily.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [59

FOR SALE, CHEAP.
A GUNBOAT'S BATTERY of 3 30-POUNDERS DAHLGRENS STEEL RIFLED GUNS (of very long range); and 2 24-POUNDERS BRONZE HOWITZERS, all on carriages, with a quantity of Shot, Shell and Grape Shot. A Powerful STEAM LAUNDRY as good as new with about 5 tons of BAR SOAP; 3 New Gunboat's BOILERS, 20 H.P. each, tested to 180 lbs. to the square inch; 7 VERTICAL BOILERS, from 5 to 12 H.P.; 7 ENGINES, from 5 to 12 H.P.; 1 new CENTRIFUGAL PUMP, discharges 5,000 gallons of water per minute; 1 PORTABLE JIB CRANE 450 fathoms CHAIN CABLE, from ¾ to 2 inches, and a 5-Oared LIFE BOAT WHALER, by White of Cowes, as good as new.
For Particulars, apply to
J. M. ARMSTRONG,
1920] Auctioneer, Queen's Road.

NOTICE.
THE Undersigned has all kinds of HOUSE and SHIP COAL for sale in large and small quantities. Also several Strong and Commodious SMALL STEAMERS on hire for towing purposes, excursions, &c., &c., at extremely moderate rates. Apply to
HING LEE, 37, Tung Man Lane.
Hongkong, 4th March, 1882. [435

NOTICE.
FOR nearly half a century our Brand has been consigned to China. We call attention to our present Stocks in the Godowns of Messrs. JARDINE, MATHESON & Co., and Messrs. SIEMSSEN & Co. They comprise our well known and superior COGNAC, PALE DRY SHERRY, INVALIDS' PORT, CLARETS of several qualities. Prices consistent with quality. We ship nothing common or inferior.
648] OUTLRE, PALMER & Co.

AUCTIONS.

PUBLIC AUCTION.
AT the request of the OFFICIAL ASSIGNEE appointed in the Petition of POON TAT PONG, trading under the style of SAM HING, The Undersigned will Sell by Public Auction, THIS DAY, the 18th October, 1882, at 11 A.M., at his Sales Rooms, Queen's Road,
The STOCK-IN-TRADE of SAM HING STULTZ.
Comprising:—
CLOTH, CASHMERE, FLANNELS, SERGE, MERINO, CRETONNE, White and Coloured SHIRTS, DAWSON'S BOOTS and SHOES, LINEN COLLARS and HANDKERCHIEFS, THREAD STOCKINGS and SOCKS, SILK and WOOL SCARFS, GLOVES, HATS, BRACES, PERFUMES, LINEN TABLE CLOTHS and NAPKINS, TURKISH TOWELS, BATH TOWELS, SPONGES, MOSQUITO NETS, CARPETTING, &c., &c.
TERMS OF SALE.—As Customary.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 11th October, 1882. [1900

PUBLIC AUCTION.
TO BE SOLD BY PUBLIC AUCTION,
TO-MORROW,
the 19th day of October, 1882, at 3 P.M., on the Premises,
IN 5 LOTS, THE FOLLOWING
VALUABLE LEASEHOLD PROPERTIES,
On the Praya, in Bonham Strand and Jervois Street.
By Order of the MORTGAGEES.
1st, 2nd, and 3rd Lots.—All that Piece of GROUND Registered in the Land Office as SECTION A of MARINE LOT No. 227, measuring on the North side 45 feet, on the South side 55 feet, on the East and West sides 76 feet. Held for 999 years, under Crown Lease dated 3rd January, 1879. Crown Rent $90, with the 3 SUBSTANTIALLY BUILT HOUSES known as Nos. 24, 25, and 26, Praya West, which will be sold in three separate Lots.
4th Lot.—All that Piece of GROUND Registered in the Land Office as the REMAINING PORTION of MARINE LOT No. 171, measuring on the North and South sides 14 feet, on the East and West sides 50 feet. Held for 999 years from 2nd October, 1866, with the SUBSTANTIALLY BUILT HOUSE known as No. 75, Bonham Strand.
5th Lot.—All that Piece of GROUND Registered in the Land Office as MARINE LOT No. 326, measuring on the North and South 14½ feet, East 85 feet, and West 88 feet. Held for 999 years from 26th June, 1843, with the HOUSES known as Nos. 60, Bonham Strand, and 93, Jervois Street. Yearly Crown Rent $9.0.0.
For Further Particulars, Conditions of Sale and Plans, apply to
SHARP, TOLLER, & JOHNSON,
Solicitors for the Mortgagees,
or to
J. M. GUEDES,
Auctioneer.
Hongkong, 7th October, 1882. [1861

PUBLIC AUCTION
THE Undersigned has received instructions to Sell by Public Auction, in lots to suit purchasers, on
FRIDAY,
the 20th October, 1882, at Noon, at the Hongkong Timber Yard, Wanchai.
An Invoice of about 220 M. feet OREGON LUMBER.
Comprising:—
LOGS and PLANKS, of Assorted sizes.
TERMS.—Cash on delivery and delivery to be taken with all faults within three days from date of sale.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 12th October, 1882. [1903

TO BE SOLD BY PUBLIC AUCTION, on
FRIDAY,
the 20th October, 1882, at 3 P.M., on the Premises, respectively,
By Order of the MORTGAGEE,
the following,
VALUABLE LEASEHOLD PROPERTY.
All that Piece or Parcel of GROUND Registered as THE REMAINING PORTION of INLAND LOT No. 206, measuring on the North and South respectively 53 feet, and on the East and West 30 feet 9 inches, held for the term of 999 years.
All that Piece of GROUND Registered as SECTION A of INLAND LOT No. 264, measuring on the North and South respectively 53 feet, on the East 6 feet 2 inches, and on the West 5 feet 5 inches, held for a term of 999 years.
All that Piece of GROUND Registered as SECTION B of INLAND LOT No. 263, measuring on the North and South respectively 55 feet, and on the East 41 feet 8 inches, and on the West 36 feet 11 inches, held for a term of 999 years.
On the above three Pieces of GROUND are erected the 6 HOUSES respectively known as Nos. 37A and 37B, Caine Road, and Nos. 1, 3, 5 and 7, Sin Hing Lane, Taipingshan.
For Further Particulars, Plan and Conditions of Sale, apply to
MESSRS. SHARP, TOLLER, & JOHNSON,
Solicitors for the Mortgagee,
or to
J. M. ARMSTRONG,
Auctioneer.
Hongkong, 9th October, 1882. [1879

PUBLIC AUCTION.
THE Undersigned has received instructions from the MORTGAGEES to Sell by Public Auction, on
SATURDAY,
the 21st October, 1882, at 3 P.M., on the Premises,
All those Pieces or Parcels of GROUND Registered in the Land Office as the REMAINING PORTION of INLAND LOT No. 381, measuring on Queen's Road 28 feet and 1 inch, South side 28 feet, on the East 68 feet, and 6 inches, on the West 61 feet and 6 inches; Also, SECTION A of INLAND LOT No. 698, Queen's Road, 6 feet, East side 61 feet, and on the West on INLAND LOT No. 698, measuring 81 feet. Together with the Two Newly and Substantially Built HOUSES on Queen's Road West, Nos. 72 and 74.
Particulars of Sale, apply to
J. M. GUEDES,
Auctioneer.
Hongkong, 13th October, 1882. [1914

FOR SALE CHEAP.
THE CUTTER "PINAFORE," 40 feet by 11 feet, built 1880, Extra Timbers, Floors and Stringers double Planked and Copper Fastened 1881, 2 ton LEAD, 4 tons IRON, 5 ANCHORS, 4 CHAINS, OREGON PINE SPARS, all gear &c., good as new.
Address K. care of Office of this Paper.
Hongkong, 12th October, 1882. [1773

SUNSHING,
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.
NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.
SUNSHING.
Hongkong, 1st May, 1881. [989

AUCTIONS.

PARTICULARS AND CONDITIONS OF SALE
OF
A VALUABLE LEASEHOLD PROPERTY,
Situate in
Scott's Lane, Queen's Road, Praya Central and Wing Hing Street, Hongkong.

TO BE SOLD BY PUBLIC AUCTION,
By Order of the MORTGAGEE, on the 24th day of October, 1882, at 3 o'CLOCK P.M., at the Premises,
By Mr. J. M. ARMSTRONG, Auctioneer.
All that Piece of GROUND situate between and abutting on to Scott's Lane, Queen's Road Central, Praya Central, and Wing Shing Street, and also forming a Portion of Scott's Lane, registered in the Land Office as SECTION A of MARINE LOT No. 56, and SECTIONS E F and H of MARINE LOT No. 63, and SECTION A of MARINE LOT No. 63A. Together with the DWELLING HOUSES or SHOPS thereon now respectively known as Nos. 59, 59A, and 59B, Praya Central, 135 and 137, Queen's Road and 19 MESSUAGES or TENEMENTS forming the East side of Wing Hing Street. SECTION A of MARINE LOT No. 56, is (with other Portion of the same lot) held from the Crown for the residue of a term of 999 years commencing the 26th of June, 1843, granted by an Indenture of Lease dated the 30th of April, 1863, subject to the payment of the yearly rent of $46.00 part of the yearly Crown Rent. SECTIONS E and F of MARINE LOT No. 63, are respectively held for the residue of terms of 980 years granted by Indentures of Lease dated the 16th of May, 1882, at the yearly rents of $15.00 for Section E and $10.00 for Section F, and SECTION H of the same lot is held from the Crown for the residue of a term of 981 years granted by an Indenture of Lease dated the 9th of May, 1862, subject to the yearly rent of $2.7½ part of the yearly Crown Rent. And SECTION A of MARINE LOT No. 63A, is held from the Crown for the residue of a term of 981 years commencing the 20th of December, 1861, granted by an Indenture of Lease dated the 4th of July, 1862, at the yearly rent of $252.47 part of the Yearly Crown Rent. ¼ of the purchase money can, if desired, remain on mortgage at 7½ per cent.
For Particulars of the Property and Conditions of Sale, apply to
C. EWENS,
Solicitor,
39, Queen's Road,
Hongkong.
Hongkong, 6th October, 1882. [1859

CHINA FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS.
SHAREHOLDERS are hereby requested to send in to this Office a List of their Contributions of Premia, from the 11th day of May to the 31st day of December, 1881, in order that the proportion of Profit for that year to be paid as Bonus to Contributors may be arranged. Returns not sent in before the 30th November next, will be made up by the Company, and no subsequent claims or alterations will be allowed.
By Order of the Directors,
JAS. B. COUGHTRIE,
Secretary.
Hongkong, 23rd September, 1882.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.
ADJUSTMENT OF BONUS.
SHAREHOLDERS in the above Company are requested to furnish the Undersigned with a List of their Contributions from the 11th day of May, 1881, (when the system of Contributory Bonus recommenced) to the 31st day of December, 1881; in order that the Distribution of the portion of Profits reserved for Contributors may be arranged. Returns not rendered prior to November 30th next, will be adjusted by the Company and no claims or alterations will be subsequently admitted.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 15th September, 1882. [1739

NOTICE TO MARINERS.
AMOY DISTRICT, No. 9.
KELLET SPIT BUOY.
NOTICE is hereby given that the KELLET SPIT BUOY, which up to the 15th September was painted RED, but is now painted in RED and BLACK VERTICAL STRIPES remains in the same position as previously advertized, on the Northern edge of Kellett Spit, and vessels should always pass to the Northward of it.
(Signed) J. MCLEAVY BROWN,
Commissioner of Customs.
(Signed) ALFRED WALKER,
Acting Harbour Master.
Custom House,
Amoy, 4th October, 1882. [1905

NOTICE TO SHAREHOLDERS.
CANTON INSURANCE OFFICE (1881) IN LIQUIDATION.
THE LIQUIDATORS having decided to PAY A THIRD DIVIDEND of $500 per SHARE (being on account of Capital and Reserve Fund) SHAREHOLDERS are hereby notified that the said sum will be paid them on their handing their Scrip Certificates to the Undersigned for endorsement.
F. BULKELEY JOHNSON, } Liquidators.
E. F. ALFORD, }
Canton Insurance Office 1881.
Hongkong, 19th September, 1882. [1762

KELLY AND WALSH
Commence this day and will continue till further notice their
CLEARANCE SALE.
Everything in the Store except COMMISSION GOODS will be offered at a GREAT REDUCTION in PRICE.
Books will be subject to a discount of 20 %.
Music at a discount of 20 per cent.
Stationery, replenished with large shipments, ex recent arrivals, at a discount of 20 per cent.
Fancy and Leather Goods—discount 20 %.
Electro Plated Ware—discount 25 per cent.
Japanese Curios—discount 25 per cent. off Invoice Price.
A Consignment of Hoihow Ware in Cocoa Nut at Invoice Cost.
Japanese Photographs—cheaper than can be bought from native dealers in Japan.
SPECIAL LINES.
A First Class Cream Laid Business Envelope at $1.75 per mil or quantities of 5,000 or more at $1.50 per mil.
Foolscap Scribbling Paper—$1.75 per Ream of 480 Sheets.
Medium Quality Note Paper—suitable for Chits to Stores, &c., at 75 cents per Ream of 480 Sheets.
Boxes of Repp Fancy Note Paper and Envelopes—40 cents.
Manila Cigars and Cheroots, best quality, Boxes of 500 at $9.00.
Quantities of 1,000 or more at $17.50.
Samples will be sent by, and fuller details may be obtained from
32] KELLY & WALSH—HONGKONG.

FOR SALE.
THE American Steamer
"INGEBORG,"
489 tons Register, Classed 3/3 L. I. I. in Veritas, and built at Gothenburg in 1873.
For Particulars, apply to
RUSSELL & Co.
Hongkong, 30th September, 1882. [1830

NOTICES TO CONSIGNEES.

TO CONSIGNEES OF OPTIONAL CARGO EX O.S.S. CO.'S S.S. "MENELAUS." FROM LONDON.
SHIPPING Orders must be obtained from the Undersigned not later than the 21st inst., for shipment per steamer "PATROCLUS."
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1882. [1898

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer "MENELAUS"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Wanchai Godown Co.'s Godowns; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th October, 1882.
Goods undelivered after the 21st October, 1882, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 16th October, 1882. [1898

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM BATAVIA AND SAIGON.
THE Steamship
"CAMORTA,"
having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods.
Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 14th October, 1882. [1922

OCEAN STEAMSHIP COMPANY.
CONSIGNEES per Company's Steamer "HECTOR,"
are hereby notified that the Cargo is being discharged into Craft, and landed at the Wanchai Godown Co.'s No. 4 Godown; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th October, 1882.
Goods undelivered after the 19th October, 1882, will be subject to Rent.
BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th October, 1882. [1897

NOTICE TO CONSIGNEES.
BRITISH BARQUE "MARINA,"
CAPT. LANGLOIS, FROM LONDON.
CONSIGNEES of Cargo by the above Ship are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding the discharge will be landed and stored at Consignees' risk and expense.
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th October, 1882. [1918

FROM LONDON AND SINGAPORE.
THE Steamship
"GLENCOE"
having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence or from the Wharves or Boats delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before FIVE P.M., TO-DAY, the 17th October.
Cargo remaining undelivered after the 18th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.
Hongkong, 11th October, 1882. [1903

UNION INSURANCE SOCIETY OF CANTON.
NOTICE TO SHAREHOLDERS.
NOTICE is hereby given that the ORDINARY YEARLY MEETING of the SHAREHOLDERS of the SOCIETY will be held at its Head Office, Hongkong, on FRIDAY, the 27th instant, at THREE o'CLOCK P.M., for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1881 and for the half year ending 30th June, 1882.
The TRANSFER BOOKS of the SOCIETY will be CLOSED from the 17th to 27th instant, both days inclusive.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, 13th October, 1882. [1911

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.
NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY OF CANTON, LIMITED, will be held at the Society's Head Office, Hongkong, on FRIDAY, the 27th day of October, 1882, at 3.15 P.M., when a Resolution will be proposed for the purpose of amending and adding to the existing Articles of Association of the Society in such manner as to provide for the Increase of Capital and the sub-division of Shares; And also in such manner as to modify the existing Provisions therein as to the Transfer of Shares, the limitation of Insurance Risks, the Application of Profits, and the Investment of the Society's Capital; And also in such manner as to render the said Articles Consistent with Limited Liability, And also in such other manner as may be necessary to give effect to the purposes aforesaid.
By Order of the Board,
DOUGLAS JONES,
Acting Secretary.
Hongkong, dated the 4th day of October, 1882. [1851

CANTON INSURANCE OFFICE, LIMITED.
NOTICE TO SHAREHOLDERS
IN Accordance with Section 73 of the Articles of Association an ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Office will be held at the Offices of the Undersigned, No. 7, Queen's Road, at FOUR o'CLOCK in the afternoon of TUESDAY, the 31st day of October Instant.
JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 13th October, 1882. [1912

CANTON INSURANCE OFFICE, LIMITED.
NOTICE.
THE TRANSFER BOOKS of the Company will be CLOSED from the 18th to the 31st day of October Instant, both days included.
JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 13th October, 1882. [1913

FOR SALE.
4,000 Quarter Sacks Best Quality Baker's EXTRA FLOUR, "GOLD CASH" Brand, ex Steamer "COPTIC" in lot to suit. For Sale by
FUNG TANG,
36c, Bonham Strand.
Hongkong, 10th October, 1882. [1886

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL, PARIS, 1878.
Sold by all Stationers and Dealers. [970

INTIMATIONS.

ROYAL ITALIAN OPERA.
THE DIRECTORS OF THE ROYAL ITALIAN OPERA COMPANY beg to inform the community of Hongkong that they intend, about the Middle of December, to give a series of
SIX SUBSCRIPTION PERFORMANCES
AT THE
THEATRE ROYAL,
CITY HALL.
The OPERAS will be selected from the Company's repertoire of 27 works by the greatest composers, in accordance with the wishes of the public. The LIST is now on view at Messrs. HELLY and WALSH'S, where Seats may be secured.
The ROYAL ITALIAN OPERA COMPANY, which has been recently augmented by the arrival of FIVE NEW ARTISTS of tried ability from Italy, will form the most powerful combination that has ever appeared on the lyric stage in Hongkong.
The Company will visit this Colony on

NOW ON SALE.

THE
CHRONICLE & DIRECTORY
FOR
CHINA, JAPAN, THE PHILIPPINES, STRAITS SETTLEMENTS, COCHIN CHINA, SIAM, &c.
FOR 1882.
With which is incorporated
THE CHINA DIRECTORY.

THE CHRONICLE AND DIRECTORY, which is now in its

TWENTIETH YEAR OF PUBLICATION,

has been considerably extended, both in the Directory proper and in the Appendix. The ports of CHUNGKING, WLADIWOSTOCK, MALACCA, and PENANG have been added to the former; whilst the latter includes the NEW ORDER IN COUNCIL for the Government of British Subjects in China and Japan, the Amended TREATY between RUSSIA and CHINA, the NEW TREATIES between the UNITED STATES and CHINA, the NEW TREATY between GERMANY and CHINA, a translation of the TREATY between SPAIN and ANNAM signed in 1880 &c., &c.

The ALPHABETICAL LIST OF FOREIGN RESIDENTS has been increased by upwards of 1,100 names, and gives reference to over 2,000 NEW RESIDENTS.

THE CHRONICLE AND DIRECTORY is embellished with the following Lithographed MAPS and PLANS:—

CODE OF SIGNALS IN USE AT VICTORIA PEAK.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
MAP OF THE COAST OF CHINA.
PLAN OF THE CITY OF CANTON.
PLAN OF THE FOREIGN SETTLEMENTS AT SHANGHAI.
PLAN OF YOKOHAMA.
MAP OF THE TOWN AND ENVIRONS OF SINGAPORE.

The large Edition contains ONE THOUSAND pages of printed matter. It is indispensable in every Mercantile Office in the Far East and will be found a useful *vade mecum* to those travelling either on business or pleasure.

THE CHRONICLE AND DIRECTORY, is published in Two Forms—Complete at $5; or with the List of Residents, Port Descriptions and Directories, Plan of Victoria, Code of Signals, &c., at $3.

Orders for Copies may be sent to the *Daily Press* Office, where it is published, or to the following Agents:—

MACAO	Messrs. A. A. de Mello & Co.
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SHANGHAI	Messrs. Hall & Holtz.
SHANGHAI	Messrs. Kelly & Walsh.
NORTHERN & RIVER PORTS	Messrs. Hall & Holtz and Kelly & Walsh, Shanghai.
NAGASAKI	The C. and J. Trading Co.
HIOGO, OSAKA	The C. and J. Trading Co.
YOKOHAMA	*Japan Gazette* Office.
MANILA	Messrs. Viuda de Loyzaga & Co.
SAIGON	Mr. Crettier.
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BANGKOK	Messrs. A. Bjerling & Co.
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LONDON	Messrs. Geo. Street & Co.
LONDON	Messrs. Bates, Hendy & Co.
SAN FRANCISCO	Mr. L. P. Fisher, 21, Merchants' Exchange.
NEW YORK	Messrs. S. M. Pettingill & Co., 37, Park Row.

Daily Press Office, 8th February, 1882.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS,
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
[PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON AND CO., or
HONGKONG DISPENSARY. [28

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Advertisements and Subscriptions, which are not ordered for a fixed period will be continued until countermanded.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

DEATH.

On the 13th instant, at Shanghai, GEORGE GLASS, formerly of Hongkong, aged 43 years. [1836

The Daily Press.

HONGKONG, OCTOBER 18TH, 1882.

No subject has been better threshed out, perhaps, than that of the opium trade. It has been the theme of controversy now, thanks to the Anglo-Oriental Society for the Suppression of the Opium Traffic, for many years, during which volumes have been written by the agitators, and several debates in Parliament have resulted from the motions made by the champion Mr. PEASE. A Blue-book has just been published—extracts from which are published in another column—giving certain correspondence on the question and documents from the Indian Government. The Secretary of State for India (Lord HARTINGTON) distinctly declines to be swayed by sentimental feelings, and very emphatically expresses the opinion that, so far as Government are concerned, the matter resolves itself into a financial one. This is really the right way to regard the whole question, and it is the view adopted by the Indian Government. We note, however, that the heads of the Indian Government are not at all inclined to admit that there is any immorality about the trade, and strongly insist that the Anti-opium agitators have failed to make out their case. They quote Sir ROBERT HART and other eminent authorities to prove that the habit is not nearly so widespread as the agitators wish to make out; contend that its effects are less injurious than the anti-opium faction state; and assert that the Chinese would rapidly make good the deficiency arising out of a cessation of the supply from India. We have repeatedly urged this very point, of which there can be little doubt in the minds of the unprejudiced. Once suspend the production of the Indian drug and we may be sure that the poppy producing area in the Central Kingdom would be immediately doubled or trebled, while Persia, Turkey, and other countries would hasten to increase their production and supply the demand. It is vain to talk about suppressing the cultivation of the poppy in China by Imperial edicts while there is so much more money to be made out of it than can be gained from rice planting. The intentions of the Imperial Government might even be sincere enough at the time, but they have to reckon with the thousands of provincial officials who derive the bulk of their income by the levy of illegal exactions and the acceptance of bribes. It has been admitted by a provincial official that the *lekin* raised in the provinces could not amount to less than eighteen million taels, of which only half a million finds its way to Peking. In reality, however, it is believed by persons competent to form an opinion that the revenue from *lekin* approaches nearer to one hundred than eighteen millions. If the Central Government, who never rejoice in a full treasury, are unable to secure more than half a million of this huge amount, how is it likely that, under the present system of administration, they would put a stop to the cultivation of opium? They could do so readily enough, if they had the co-operation of the officials, but this they would not secure. Many of the mandarins like their opium-pipe and have no objection to take a fee from the peasantry for permission to grow the poppy. There are exceptions to the rule, we know, proofs of which have been afforded by the vigorous but spasmodic efforts of some of the officials to strut up the opium saloons in cities and to stop the production of the narcotic. We have, however, more than once expressed our honest doubt of the sincerity of the professions of the Chinese Government to wish to put an end to the practice of opium-smoking. It is a valuable source of revenue, and they are very chary in imposing new taxes on the people, knowing that they do so might cause great discontent. The Chinese are willing to pay the customary squeezes, grievously heavy though they sometimes are, but to attempt any new direct taxation might lead to resistance on their part. The idea of raising the price of the Indian drug, mooted some time since, is also opposed by the Indian Government on the sensible ground that it might lead to extensive smuggling in China, and cause the Government of that country more trouble. It seems to us that there is but one sensible course to pursue and that is to leave the demand to regulate the supply—a course which the Indian Government appears fully determined to follow.

Telegrams for Bangkok can go forward by mail closing at Singapore at 9 a.m., to-day.

The annual meeting of the subscribers to the Hongkong Race Fund is advertised to take place at the Hongkong Club on Friday afternoon next.

At about midday yesterday the *Victor Emanuel* was towed over from Yow Mah Tee Bay to her usual moorings in the man-of-war anchorage, by the *Fame* assisted by four launches.

We are informed by the Agents (Messrs. Russell & Co.) that the Union Line steamer *Antonio*, from London, left Singapore yesterday afternoon for this port, and may be expected to arrive on the 24th inst.

We hear (says the *N. C. Daily News*) that the Chinese Government is about to build a number of extra gunboats for coast defence, and that the Arsenal Tao-t'ai has already proceeded to Nanking to make the preliminary arrangements.

We observe in a home paper that the marriage of Mr. H. M. Billier, who formerly held the position of Acting Assistant Audit Secretary in the Imperial Maritime Customs, was celebrated at Oakland, California. The bride is the daughter of the late Mr. W. K. Hudson, of Marysville, California.

It is reported, says a Shanghai contemporary, that the China Merchants' Co.'s steamer *Kangchi* is going shortly to Korea to fetch back Chinese troops to China. The complaints that have been made of the intolerable conduct of the soldiery during their stay there are, we fear, only too well founded, their turbulent behaviour having gone far to moderate the admiration for everything Chinese which has for so long characterised the people of Korea.

In the new edition of Behm and Wagner's "Bevölkerung der Erde," the total population of the globe is estimated at 1,433,887,500. It is only two years since the last issue of the work; and then the estimate was 1,455,923,500, showing an apparent decrease in two years of almost 22,000,000. This at first seems strange, especially as the recent censuses of all the great countries show an increase of 32,000,000 over the previous number. The apparent discrepancy is accounted for by the fact that the editors of the "Bevölkerung," on a careful revision of all the information as to the population of China, have come to the conclusion that their former estimate was far too high, and that, instead of that vast empire having a population of over 430,000,000, it does not much exceed 370,000,000, with all its dependent territories. The Central Asian possessions of Russia have a population of only 5 millions. With regard to Korea, whose inhabitants have been estimated at various figures from 7 to 16 millions, Messrs. Behm and Wagner give 8½ millions as probably near the truth.

Early yesterday morning the body of a Chinawoman about 22 years of age was found floating in the harbour. It was discovered by the police near Gibb's Wharf at about 5 o'clock, and on being brought ashore life was found to be extinct. The body was removed to the Civil Hospital, where it was examined by Dr. Marques, who found no marks but a superficial bruise upon the left shoulder. By the order of the Coroner a *post mortem* examination of the body was made, and the internal appearance indicated that death was the result of suffocation, and Dr. Marques was therefore of opinion that the woman was drowned. The body was respectably dressed, but though a number of boats were in the vicinity of the place where it was found, not the smallest evidence has been as yet attainable as to its identity. Yesterday an inquest was held on the body at the Hospital, before the Coroner, Mr. H. E. Wodehouse, and Messrs. H. R. Coombe, A. G. B. Soares, and G. W. Snelling, as jury, and after hearing evidence to the above effect, the proceedings were adjourned for a week to enable the police to make further inquiries.

A truly remarkable instance of Chinese gratitude and friendship has reached our ears, says the *N. C. Daily News*. The story—for the truth of which our informant vouches—is to the following effect. A gentleman, being about to leave Shanghai, called upon the manager of a Chinese establishment to say goodbye to him and settle up accounts. The amount he owed the company was about Tls. 13,000, and for this the visitor tendered a cheque. A little friendly talk ensued, the manager remarking that it was a pity the other was about to go home, to which he replied that he was anxious to see his mother, from whom he had been separated many years. On hearing this, the Chinese gentleman quietly tore up the cheque that had been given him, and presented his friend with another instead, for Tls. 5,000, telling him to buy his mother a handsome present with it. Eighteen thousand taels is a handsome sum as a souvenir. If the facts are as they have been represented, it was an act of the most princely generosity that has ever come to our ears. The fortunate recipient, we are informed, was also presented with some beautiful and costly furs by other Chinese friends.

The Criminal Sessions for October open this morning. There are ten cases for trial, including one of murder and one of manslaughter.

We find that by a slip a figure was omitted in stating the carrying capacity of the new boat *Elles* launched on Saturday. It should have been 5,000 and not 500 piculs.

The following vessels were to be undocked at Sam-shui-po last night:—The P. & O. steamer *Bangalore*, the American ship *Mercury*, and the Spanish steamer *Joloano*. The German schooner *Hecht* will be taken on the Slip at Kowloon today.

We hear that the P. and O. steamer *Sunda*, which has been running between this port and Japan for a long time past, has been sold to the Sultan of Zanzibar. If such be the case, it will make the second change in the steamers on that route within a very short time, the *Malacca* having been similarly disposed of a short time ago.

Return of visitors to the City Hall Museum for the week ending 15th October:—

	EUROPEAN.	CHINESE.
Monday	47	531
Tuesday	28	365
Wednesday	31	412
Thursday	19	392
Friday	23	406
Saturday	16	458
Sunday	none	none
	169	2,565

The *Economiste Française* gives a description of Bangkok, its buildings, commerce, and customs, from which the *Globe* reproduces the following:—Situated on the broad river of the Menam—the "mother of waters," as it is called in the native language—it presents at a distance a splendid appearance, which, as in the case of Stamboul is considerably modified when, upon entering its streets, the stranger finds himself wandering between dirty canals, intersecting at every turn the multitudinous wretched islands upon which the houses are built. Of the buildings none are remarkable, except the Royal Pagodas and the Royal Palace. The latter consists of a number of small but elegant constructions, adorned with much gilding and painting, amongst which is raised the great square edifice called the Mahaprasat, with its polished and varnished roof, its sculptured figures, and its tall, gilded spire. The pagodas are described as handsome constructions, costing, in some cases, as much as £160,000 each. They are used as a sort of monasteries for priests or talapoins; and inside the boundaries of each separate establishment are to be found gardens, ponds, canals, porticos, and pyramids profusely decorated. The wharfs extend for a length of near seven miles along the broad stream of the Menam, whose surface is seldom disturbed even by the distant effects of the typhoons. Maritime commerce is being more and more monopolised by the English, for, though the Siamese have still a good proportion of sailing vessels, British steamers are returned at a total of 153 out of 182 entering the port from Hongkong. The population of about 6½ millions comprises two millions of real Siamese, 1½ millions of Chinese, 1 million of Laotians, 850,000 Cambodians, and the rest is composed of various savage tribes inhabiting different parts of the Siamese dominions.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[PER EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH COMPANY'S LINE.]

LONDON, 16th October, 1882.

ARABI'S TRIAL POSTPONED.

The Egyptian Government persisting in its refusal to allow Arabi and his associates English barristers, the trial is postponed pending a definite settlement of the point.

SUPREME COURT.

17th October.

IN SUMMARY JURISDICTION.

BEFORE MR. JUSTICE SNOWDEN.

LEUNG AYOUNG v. LEONG WAH HIN, $300.

Mr. Wotton appeared for the plaintiff, and Mr. Mossop for the defendant.

The claim was for work done by the plaintiff as stevedore on the steamer *Anjer Head*, of which the defendant was the charterer.

Certain books necessary for the determination of the case had not been produced, and the hearing was adjourned.

LEONG WAH HIN v. LEUNG AYOUNG, $605.

In this case Mr. Mossop appeared for the plaintiff, and Mr. Wotton for the defendant.

Mr. Wotton asked that the case might be adjourned for hearing with the last one, as the facts of the one case would to a certain extent govern those of the other, and he thought it would be convenient to try them together.

Mr. Mossop objected.

After some discussion it was decided to proceed with the case.

Mr. Mossop said the plaintiff engaged the defendant as stevedore, to stow cargo on board the *Anjer Head*, of which steamer plaintiff was charterer and which was to leave this for California in October, 1881. Captain Roper was obliged to leave the colony lately and his evidence was taken *de bene esse*. If Captain Roper's evidence was to be believed a grossor fraud was never perpetrated by one man on another than by the defendant on the plaintiff. It might be his Lordship would think they ought to have proceeded criminally against the defendant, and if so he would ask his Lordship to adjourn the case in order to enable them to take the necessary proceedings in the Police Court. The plaintiff was loading the ship, and sending off cargo in cargo boats. The last boat he thought had just sufficient cargo on board to fill up the ship, but it was sent back by the stevedore with a message that the ship was full. To all appearance the ship was full and the cargo properly stowed, but when the ship had got to sea, the captain, from something he had heard, had his suspicions aroused. Mr. Mossop then read the *de bene esse* examination of Captain Roper, which was to the effect that on five or six occasions the stevedore had made overtures to him to take, unknown to the charterer, a number of passengers on joint account. He did not know the stevedore's name, but gave a description of him. Two days before the ship sailed a cargo boat was sent back by the stevedore on the ground that the ship was full. About a fortnight after the ship had been at sea he collected the tickets with his own hand. Before doing so he had notices posted offering a reward of $2 a head for each stowaway, and on account of this reward Achat, plaintiff's agent, told him he had found there were twenty stowaways in No. 2 hold. Witness caused the crew to remove 200 bags of rice, under which a secret hatch was found. They lifted this up and found nineteen Chinese passengers in the secret place below. The cargo had been stowed with a large hole left in the centre in which were nineteen men. They made them all prisoners and cross-examined them as to how they came on board. In consequence of something told him by the men he went to the stevedore's man, who paid the passage money, and witness then liberated the men. He paid the money over to the agent of Atai (plaintiff), named Achat. It was perfectly evident that a fraudulent scheme was intended, to stow away something unknown to the charterer and thereby defraud him of a certain space in the ship. The space left was equal to fifty-five tons, that was, the charterer had lost the freight of 55 tons at $11 a ton. When he returned to Hongkong he informed Atai of this. He received $570 for these passengers and handed the money to Achat. He had on board already his full number of passengers allowed by law, and these additional men would have rendered the ship liable to a heavy fine if the matter had been found out by the American or English authorities. Mr. Mossop said the captain, as he stated in his evidence, received $570 on account of the passages of the stowaways. In accepting that money the captain had acted wrongly; what he should have done was to have kept the men under arrest and handed them over to the authorities. He took the money, however, and the plaintiff admitted having received it, but he was liable to be called upon to return the money to the men if they showed that they went on board in consequence of representations made to them. He had therefore not deducted that amount from the sum claimed in the summons, which was $605, the amount which would have been properly earned if cargo had been stowed in the space occupied by these men.

His Lordship said no one could make the plaintiff give up the money he had received. The men must have been aware of the fraud committed; they must have known they were surreptitiously on board.

Mr. Mossop submitted that the captain had no right to receive money from them, because they were in excess of the proper number of passengers.

His Lordship said he was not prepared to say the captain was altogether right in taking the money, but since it had been taken he was sure that under the circumstances stated no court would order it to be returned.

Mr. Mossop said that if his Lordship held the amount received ought to be deducted there would still be a small balance due to the plaintiff.

The *de bene esse* examination of Captain Roper was then read by the Deputy Registrar.

Leong Wah Hin, the plaintiff, was then called. He stated that he carried on business as a ship charterer under the name of Atai. He chartered the *Anjer Head* in October, 1881, and employed the defendant as stevedore. The day before the loading was completed defendant told him the ship would hold 80 or 90 tons more, but when that amount was sent off he stowed about 30 tons and sent back the remainder saying the ship was full.

Cross-examined by Mr. Wotton, the witness said he had been chartering ships for a long time. When part of the ship was set apart for passengers he could not say how much cargo ought to be received on board, but had to rely entirely on the word of the stevedore. He would not have been able to tell from his accounts that 55 tons less had been received than there was room for. The stevedore was paid $10 per 100 tons for stowing the cargo. The stevedore sent four men on the voyage whom witness paid at the rate of $10 per month each. He had never taken passengers in excess of the number allowed. He had not received the money paid to Captain Roper on account of the stowaways, but it was entered in the accounts; it was all used in law-yers' expenses at Honolulu because the second officer killed the cook. He understood the stevedore's men raised the $570 by a loan on the security of cargo they had taken on board with them.

Tsang Nam Shing, who was the doctor on board the *Anjer Head* on the voyage in question, gave evidence as to the finding of the stowaways.

Chu Atung, a clerk in the employ of the plaintiff, said he went on board to count the passengers before the vessel sailed and found only the number which the vessel was allowed to carry.

This closed the plaintiff's case.

Mr. Wotton said the case for the defendant was equally as extraordinary as that put forward by the plaintiff. The defendant said that the holes out in the orlop deck were cut at the request of the plaintiff. He denied having ever made such a proposition as that which Captain Roper mentioned, that he should share with the captain the profits made on stowing passengers in excess of the number allowed by law. He would produce evidence which would directly contradict Captain Roper's evidence, at any rate on the point of the proposition said to have been made to him by the defendant, and on that point it would be a question whether his Lordship would believe the evidence of Captain Roper or that of the defendant. As to Captain Roper's discovery of the hole amongst the cargo, all Captain Roper knew was that the hole was there; he did not know how it came to be there. After the evidence he would have something to say as to the probability of the defendant ever having entered into such a rascally transaction as this was without the consent and approval of Mr. Atai. His cross-examination of the plaintiff was leading up to the point that if he had known the carrying capacity of the vessel he must have known that 55 tons were missing, as he had neither the money nor freight for it, because he must have known perfectly well the space he had allotted to the passengers. In working out the contract of the vessel it was ridiculous to suppose he would not have discovered the loss of 55 tons.

His Lordship said it showed a very careless way of doing business.

Mr. Wotton said such a man as Atai, who had been entering into such large and he might say reckless speculations as he had been, as all the colony knew, must have been grossly careless in this matter, or must have known as a matter of fact what was being done.

The defendant was then called. He said he had carried on the business of a stevedore in Hongkong for twelve years and before that at Whampoa. He denied having made any such proposition to Captain Roper as that which had been mentioned. Three days before the vessel sailed Atai came on board and asked witness to go round with him to see if the berths were nailed up properly, and when that was done he said he would go down on the orlop deck. He looked round and said there would be more than the full number of passengers, and asked witness how much more cargo was wanted. Witness told him 40 or 50 tons.—Plaintiff then asked if the extra passengers could be put down below, some 20 or 30 of them, who need not come out to be counted, and he asked how much air tons space would be. Witness told him it would be 12 ft. by 4 ft. by 5 ft. in height. Plaintiff talked to him about where the opening could be made and sent him to call the carpenter. Witness heard him give some directions to the carpenter, and the carpenter afterwards cut a hole through the orlop deck. Plaintiff told witness how the cargo would have to be stowed in that particular place. Witness asked him whether the men would not be suffocated if they were put down there, but plaintiff said they would not stay down for any length of time; as soon as the vessel left they could come up, only they would not come up to be counted. Plaintiff did not promise to give him anything for this. None of his men went to San Francisco on that trip. Plaintiff asked him to engage four men for him, and he did so, but he did not secure them. When the vessel was starting the plaintiff had no money to give them and asked witness to give them a month's wages, but when they came back it was not witness who paid their wages. These men were wanted because there was some cargo for San Francisco and some for Honolulu. The $570 was not paid by witness nor by any body on his behalf. After the return of the vessel witness asked plaintiff for the $300 due to him, but plaintiff put him off from time to time, but never said anything about the $570. Witness did not send the stowaways on board.

In cross-examination by Mr. Mossop witness said two coolies had brought a charge against him at the Police Court in connection with passages they had taken by the *Bothwell Castle*, but they were sent to the Summary Court, and the case had not come on there. He could not say whether the plaintiff would have made more by putting cargo in the space in question instead of coolies. He did not know whether there was not room for the passengers in other parts of the vessel.

Ting Apak said he was a carpenter and was employed on the *Anjer Head*, but was not in defendant's service. Defendant called him one day and told him to cut a hole in the orlop deck. Plaintiff was standing by and said "Yes, make it there." Plaintiff thanked him when he had done the work and gave him a cumshaw of a dollar.

This closed the evidence.

Mr. Wotton summed up and said the case put forward by the plaintiff was a most extraordinary one, and if true the defendant was a great rascal, but if it were not for Captain Roper's evidence the two parties would be pretty well matched and it would be difficult to say which of the two was telling the truth. Now Captain Roper's evidence simply went to the fact that somebody came to him and made a proposition that the two of them together should concoct a scheme by which they should carry more passengers than allowed by law. He argued that it was highly improbable that a man in the defendant's position should make such a proposal, and said Captain Roper did not identify the person who spoke to him. He put it that such a proposition was far more likely to be made by some one on behalf of Atai. But if Captain Roper's evidence went any way to identify the defendant as the man who made the proposition, the defendant must have known, after the Captain had refused to entertain the proposition, that the Captain would be on the lookout for stowaways, and it was hardly likely he should still have persisted in putting these 19 men on board. They could understand why Mr. Atai, the plaintiff, should do so, because he had his own servants on board who would make provision for the concealment of the men and supply them with food, whereas the defendant had no means of supplying them with food. Mr. Wotton went on to argue that if 55 tons of space had been left without cargo the plaintiff must have known it, and that the defendant's statement was the more probable one that six tons space was left by the plaintiff's directions, and that the men were placed there, by which the plaintiff would receive $570 instead of the $66 he would have got if the space had been occupied with cargo, and now he wished to screen himself by throwing the whole of the blame on the stevedore, because the stevedore had brought a claim against him. Mr. Wotton also commented on the delay in bringing the claim, the summons having been taken out after the summons in the other case in which the present defendant was the plaintiff. He said there was only one conclusion to be arrived at, which was that the plaintiff had done this himself, and when he found Captain Roper's evidence would to a certain extent assist him, and he could not settle the defendant's claim in any other way, he brought this cross-suit.

Mr. Mossop replied and contended that with regard to the identification of the defendant as the man who made the proposition to Captain Roper, nothing could be clearer than Captain Roper's evidence; he knew the stevedore, although he did not know his name, and he gave a description of the man which exactly corresponded with the defendant's appearance. It was also impossible that Captain Roper could have been mistaken as to the extent of the space, as he went down and measured it himself. If his Lordship believed Captain Roper he must give judgment for the plaintiff. There was no conceivable reason why the plaintiff should have put the men on board, because their passage money amounted to less than the freight for cargo would have done and the fact of their being on board, in addition to the proper number of passengers, rendered the ship liable to a heavy fine. It was not necessary that he should prove the defendant actually put the men on board; it was sufficient that having contracted to properly stow the cargo he had not done so. If it had been a case of collusion between the plaintiff and the defendant the plaintiff would not have sent off the cargo which was returned. As to the time of commencing the action, the delay was occasioned by the necessity of obtaining Captain Roper's evidence.

Judgment reserved.

POLICE COURT.

17th October.

BEFORE CAPT. H. G. THOMSETT, R.N.

LARCENY.

Lan Akwai, coolie, was charged with the larceny of a box containing clothing and money to the value of $7.50, the property of some fellow workmen on the 17th inst.

The prisoner was employed at the works for Messrs. Butterfield and Swire's new sugar refinery which is being erected at Quarry Bay, and he slept in a shed with several other men. A coolie sleeping close to the prisoner missed his box containing $3.50 of his money, and some clothing belonging to two friends, and hearing a noise outside the shed, he went out, and found the prisoner engaged in breaking the box open.

Sentenced to three months' hard labour.

ASSAULT.

Wong Ayang, coolie, was sentenced to 14 days in gaol for assaulting another coolie named Leung Apang, on the 17th instant.

The complainant was sitting on a bench smoking when the defendant came up and claimed the seat as his property. Complainant refused to get up, and the other men then struck him on the head, first with a piece of iron, and then with a piece of wood.

BEFORE MR. H. E. WODEHOUSE.

THE ASSAULT IN A JAPANESE BROTHEL.

Robert Fisher, second officer of the British steamer *Lido*, was before the court, on remand, on a charge of being drunk, assaulting a Japanese prostitute named O'Matts, and damaging her property to the extent of $14, on the 15th inst.

Inspector Lindsay reported that he had examined the complainant's house and the broken furniture, and he estimated the damage done at about $7.50. The complainant refused to go to the Hospital and did not appear to be badly hurt.

The woman said she had no marks of injury.

The defendant was fined $2, or in default seven days' imprisonment, and was ordered to pay $8 amends to the complainant, or in default 14 days.

THE BURGLARY IN STANLEY STREET.

The nineteen men charged with being concerned in the burglary at the residence of the compradore to the Mitsu Bishi Company at 36, Stanley Street, and taking therefrom property to the value of $1,000, were before the court again yesterday morning.

Inspector Quincey, recalled, stated that he had been the round of the pawnshops, and in the Shan Hong pawnshop at No. 226, Queen's Road Central, he found a pair of earrings which he had reason to believe were part of the prosecutor's stolen property. They were identified by the prosecutor, who said they were worth $100, being of pearls set in gold with jade stone attached.

Chan Asang, assistant at the above mentioned pawnshop, said that on the 5th instant the 19th prisoner came to the shop and pawned the earrings for $30.45. He said they were his own property, and gave his name and address. That was all he pawned, and when the prosecutor identified the jewellery, witness found the prisoner at the address given.

Inspector Quincey said the last witness was served with a notice regarding the stolen property on the 4th inst., and these earrings were described in the notice as "one pair of pearl earrings." The prisoner's house was searched for other stolen property, but without success. It was in the same house that the 17th prisoner was arrested.

The case was further remanded for a week, bail being allowed to all but the 16th, 17th and 19th prisoners.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE HANKOW TEA TRADE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I venture into public print in order to defend the character of an absent colleague and friend, whom your correspondent "Shade of the Friend" has gratuitously maligned under so transparent a veil in his letter published in your issue of this morning. He assumes, as he admits, on insufficient grounds, that the individual indicated was the writer of the letter on the Hankow tea trade, which appeared in the *St. James's Gazette*, and, starting with that assumption, he indulges in a tirade against the individual, the venom of which is quite as bitter as that which he ascribes to the subject of his attack. Not content with this, he calls public attention to an unfortunate physical infirmity, and proceeds to joke about it, a piece of bad taste of which I should have thought no gentleman could have been guilty. I cannot say whether the person attacked wrote the article in question or no. But judging from his position, and well-known character for candour and fearless honesty, I should think that he would be the last man to deliver such a stab in the dark; and I am convinced, that, if he really had had good reason to suspect any community in China, or part of a community, of such questionable practices as those pointed at in the article alluded to, he would have been the first to condemn their proceedings to their faces, or invited public attention to them in his trade reports to his immediate superiors.

I append only my initials to this letter, as I have no wish to mix myself up in the matter, but I have no objection to your disclosing my name to any one who may come to ask you for it.

Perhaps "Shade of the Friend" might be candid enough to do the same.—I am Sir, Yours faithfully,

W. H. M.

Hongkong, 17th October, 1882.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I have read in your paper of this date, with surprise and indignation, a letter signed "Shade of the Friend."

The letter is a disgraceful and slanderous attack on one of the most distinguished members of H. M.'s Consular Service in China, who has, during 26 or 27 years, rendered many and notable services to England.

There are no reasons for believing that the gentleman alluded to by your correspondent has had any concern in the communication made to the *St. James's Gazette* about the methods of buying tea now said to be followed in Hankow. I do not know whether the charges made are true or baseless, but I remember that not long ago a letter appeared in the *N. C. Daily News*, stating that the tea trade of Hankow had been degraded by abuses and exactions, and, to the best of my belief, no answer or denial was given. It also appeared that last year a heavy claim was made, or was said to have been made, on a Hankow firm for refund of packing charges. The reclamation was said to have been based on the result of the crucial case of "Williamson v. Barbour."

Whether the *N. C. Daily News* or *St. James's Gazette* have been correctly informed, or whether the reclamations to which I have referred were well or ill founded, I do not know. Even if there are *primâ facie* grounds for the accusation, I should expect that the foreign traders of Hankow can give adequate explanations or justifications. I do not wish to discuss the matter.

The honourable British official, who has been slandered in your paper, probably has many foes. He has done his best to suppress one of the burning scandals of Hankow—the sale of transit passes—holding as he does that the treaty in existence must, whether it is right or wrong, be observed faithfully. Then, again, men of the baser sort do not enjoy his skill in the use of Socratic dialectics, used as they were with effect when some rabid Claphamite and Calvinistic Sabbatarians wanted to impose their odious bigotries alike upon Russians of the Orthodox Church, Papists, and Jews. My friend, too, a man of piercing wit and pregnant thought, I fear, hates pretentious Philistines, the enemies of sweetness and light, who some time since were in full force in Hankow. You now see there are many reasons why he excites the envy and antagonism of stupid and prejudiced people.

My friend's age is not a mystery, as he has served Her Majesty for near 27 years, and before his coming to China had earned merited honours in a great public school. Nor is his origin obscure because your correspondent is ignorant. One Alabaster is well remembered at Oxford, where he attracted auditors not few but fit, even when Dr. Newman was in the golden prime of exquisite oratory. Another Alabaster, who wrote the *Wheel of the law*, the best key to transcendental Buddhism that has been given, has had honourable recognition accorded to him as the writer of a book of singular incisiveness.

I do not heed the personal charges brought against my friend. He is a most excellent servant of his country, and his performance of duty in Shanghai, Chefoo, Ningpo, Amoy, and lastly, in Hankow, answers all detractions.

As to the sneers at the small bodily presence of a brave and most honourable man, your correspondent is brutal. Your correspondent, for instance, may be a son of Anak, straight, strong, incapable of sarcasm, and a noxious fool withal. But as so much stress is laid on shortness of stature, I will show that a small frame may yet contain a noble and generous soul.

Some years ago, when I was dining with Admiral Osborn, two British officers—one was the late Commodore Goodenough—narrated that the coolest act of heroism they had witnessed was done by the gentleman who is defamed in your paper of to-day. He took a flag of truce, went alone in a sampan—under cross fires—to a Taiping fort of stockade, a work of extreme dangerousness, for if he escaped bullets he ran great risks when he landed alone amongst a swarmery of rebels at bay and desperate. The officers who observed the valorous deed did not scorn the doer's bodily presence.

The commendations of such men as Sir Harry Parkes, Admiral Sir James Hope, Colonel Gordon and others, giving to the defamed man high praise for zealous services under fire, afloat and ashore, and for most able performance of official duties, at difficult and critical times, will outweigh the malicious disparagement of your correspondent.

An unbroken friendship of more than 21 years' duration entitles me to write to you as I have done.—I am, your obedient servant,

J. G. D.

Hongkong, 17th October, 1882.

CHINESE STAYS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I think I am also in a position to throw some light on this subject. A good deal more than six years ago I had several opportunities of observing a young Chinese girl,—I think she was the daughter of one of the servants, at any rate she lived on the premises. She was possessed of an unusually fully developed bust, and as I sometimes saw her *en déshabillé*, I was able to make sure that she did not wear stays, either upside down, backside foremost, or any other way. Others may have thought her full bust unbecoming, but she evidently did not, nor, if I may be allowed to express my opinion, did I. She was evidently very proud of it and no doubt thought herself as handsome as any *fan-kwei* girlee.

Of course some Chinese maidens may be compelled to injure and deform themselves by binding their breasts, just as many have their feet compressed, but why did not Mr. "Banian," "Lace," and others satisfy themselves by asking their amahs instead of bringing such a delicate subject forward in the public prints? It seems to me that we in Hongkong often fall into the error of supposing that customs in vogue among the Cantonese must therefore be common to all China. This is a great mistake. For aught I know the practice we are speaking of may be almost universal in the South and yet unknown in other parts of the Empire, just as small-footed women are the exception among the lower classes here, whereas in other parts it is very rare to see a woman whose foot have not been compressed. So a Cantonese woman thinks it very indelicate to expose an inch of her skin except her face and hands, while farther North they have no such scruples. I have made many shooting expeditions and other excursions in the Chekiang province, and have seen hundreds of young girls with no clothing but the "divided skirt." Most of them wear a loose cloth in front of their breasts, suspended by a string around their neck, but that does little to hide their charms when they stoop. Many of them, and they seemed to me to be generally those who were most fully developed, dispensed with even that amount of covering, and seemed to be in no way abashed even on the sudden appearance of a foreigner. If the practice is, as the writer of "Chinese Jottings" alleges, common here, I feel quite certain that it is not resorted to in the Chekiang, Anhwei, or Kiangsu provinces.—Yours, &c.,

NATURAL BEAUTY.

Hongkong, 17th October, 1882.

THE HONGKONG AND SHANGHAI BANK.

The circular of the Hongkong and Shanghai Banking Corporation recently issued to the shareholders regarding an increase of the capital of the Corporation calls for some passing notice. The Bank is to be congratulated upon the very full details of the working given to the shareholders, conveying as they do evidence of a success almost unprecedented in the annals of banking. When we recollect the position the Bank was in seven years ago, and the widespread discontent that then prevailed among the shareholders, and look at the credit the Corporation now enjoys, and the extent to which the business of the Bank has increased, the change is simply marvellous,—a change that reflects the highest praise on all connected with the Bank. The increase of the capital appears to be a wise and prudent step. It is true the chances of big dividends are greater with a capital of five millions sterling than with one of seven millions, but considering the very large business now committed to the Bank's care, and its increasing volume, as clearly pointed out in the table detailing the proportion which the capital and reserve have borne to the funds of the public in their hands from the foundation of the Bank to the date of the last report, it is plainly the duty of the Directors to take the step now proposed, and there cannot be any doubt about the proposed action enhancing the credit of the Bank, and adding to its earning power.

On looking over the figures representing the deposits (which are almost entirely European) one cannot help thinking that after all the China residents are not quite so poor as home people occasionally try to make them out, and the China trade cannot be so very bad, otherwise the Bank would not have netted such happy results out of it. The wisdom of the Directors in so persistently adding to the reserve fund is worthy of all praise, and it is to be hoped the same policy will be pursued in the future. In that case a few years hence, when the increased capital will have been paid up, the Hongkong and Shanghai Banking Cor

ing that there is a certain amount of truth in the statements put forward by the Society for the Suppression of the Opium Trade, at the same time we wish to observe that they present a very exaggerated and one-sided view of the question. The numerous pamphlets issued by the Society represent the ill effects caused by opium on individual Chinamen, whom members of the Society or their correspondents have come across. There is, however, another aspect of the question. The evidence of Mr. Colborne Baber, Mr. Hart, and others may be cited to show that opium is not so universally used in China, neither are the results of its use so invariably deleterious, as is often represented.

We need not, however, dwell on these points. The common-place on the subject may be admitted by all parties. Even if it be conceded to the Anti-Opium Society that the effects of the drug are to the full as baneful as they allege, we should, whether from the Chinese or the Indian point of view, be no nearer than at present to the solution of the problem which we have in hand. It is useless to discuss what ideal condition of things would commend itself either to Chinese or to Indian statesmen. The problem we have to treat is eminently a practical one.

To the foregoing documents are seven appendices. The first is a summary of information in connection with Persian opium, gathered chiefly from a memo. drawn up by the Assistant-Resident, and forwarded by the Political Resident in the Persian Gulf, supplemented by extracts from the reports by Her Majesty's Consuls in China and elsewhere. The second, bearing on the production of Chinese opium, is part of a report by Mr. E. Colborne Baber, together with Consular reports, and statements from the two missionaries, Messrs. Stevenson and Soltau, of the China Inland Mission. The third contains a copy of some correspondence between the Chinese Minister in England and his Government in China, also letters from H.M. Consul at Chungkiang, and Mr. Hart, the Inspector-General of Customs, on the effects of the use of opium. The next is a copy of letters from Mr. Lay and Mr. Oliphant, which appeared in *The Times* of Oct. 22, 1880, and which was reproduced by us, on the subject of the admission of opium in China under the Treaty of Tientsin. The fifth is a summary of reports bearing on the willingness and ability of the Chinese Government to prohibit the cultivation of the poppy, and to check the use of opium, comprising extracts from Diplomatic and Consular Reports, which have all been referred to by us at the time they appeared. The last two appendices are a statement showing the number of chests of opium that were exported from India to China, and the net revenue received by the Indian Government from opium during the thirty years from 1829-30 to 1859-60, and a statement giving the gross revenue (less refunds and drawback), and nett revenue on account of opium in the Bengal and Bombay Presidencies from 1870-71 to 1880-81, and the number of chests of Bengal and Malwa opium that passed the scales from 1869-61 to 1880-81. With the matter contained in these appendices our readers will be familiar, and it is not necessary to enter into any of them.—*L. & C. Express.*

Dr. Tuckerman says:—"Quinine may be rendered tasteless by giving it with powdered slippery-elm bark. Take about 5 grains of the bark and mix with about half a table-spoonful of water, stirring till the mass is thoroughly mucilaginous; then mix in a dose of quinine, and give it to the patient, following it with a swallow of water. The bitter is barely perceptible.—*Medical Brief.*

COMMERCIAL INTELLIGENCE.

TUESDAY, 17th October.

EXPORT CARGO.

Per steamship *Bokhara*, for London—5,054 boxes tea, 1,951 pkgs. tea, 195 bales silk, 118 pkgs. ponjees, 175 bales waste silk, 13 cases silk goods, 1,391 pkgs. sundries. For Continent—129 bales silk, 15 pkgs. sundries.

EXCHANGE.

ON LONDON.—
Bank Bills, on demand 3/8¼
Bank Bills, at 30 days' sight ... 3/8¼
Bank Bills, at 4 months' sight 3/9½
Credits, at 4 months' sight .. 3/9½
Documentary Bills, at 4 months' sight 3/9½

ON PARIS.—
Bank Bills, on demand 4.69
Credits, at 4 months' sight 4.79

ON BOMBAY.—Bank, 3 days' sight 225

ON CALCUTTA.—Bank, 3 days' sight 225

ON SHANGHAI.—
Bank, sight 72⅞
Private, 30 days' sight 73⅛

SHARES.

Hongkong and Shanghai Bank Shares—140 per cent. premium.
Union Insurance Society of Canton—$1,600 per share.
China Traders' Insurance Company's Shares—$1,550 per share.
North China Insurance—Tls. 1,225 per share.
Yangtsze Insurance Association—Tls. 850 per share.
Chinese Insurance Company—$245 per share.
On Tai Insurance Company, Limited—Tls. 148 per share.
Canton Insurance Office, Limited—$80 per share.
Hongkong Fire Insurance Company's Shares—$1,050 per share.
China Fire Insurance Company's Shares—$330 per share.
Hongkong and Whampoa Dock Company's Shares—53 per cent. premium.
Hongkong, Canton, and Macao Steamboat Co.'s Shares—$29 premium.
Indo-China Steam Navigation Co.'s Shares—5 per cent. discount.
Hongkong Gas Company's Shares—$82 per share.
Hongkong Hotel Company's Shares—$107 per share.
China Sugar Refining Company, Limited—$196 per share.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Luzon Sugar Refining Company, Limited—$110 per share.
Hongkong Ice Company's Shares—$152½ per share.
Hongkong and China Bakery Company, Limited—$60 per share.
Chinese Imperial Loan of 1874—Nominal.
Chinese Imperial Loan of 1877—Nominal.
Chinese Imperial Loan of 1878—2 per cent. prem.
Chinese Imperial Loan of 1881—2½ per cent. prem

HONGKONG TEMPERATURE.

(FROM MESSRS FALCONER & Co.'s REGISTRAR.)

October 17th.

Barometer—9 A.M.	30.146
Barometer—1 P.M.	30.098
Barometer—4 P.M.	30.070
Thermometer—9 A.M.	78
Thermometer—1 P.M.	80
Thermometer—4 P.M.	78
Thermometer—9 A.M. (Wet bulb)	73
Thermometer—1 P.M. (Wet bulb)	74
Thermometer—4 P.M. (Wet bulb)	73
Thermometer—Maximum	80
Thermometer—Minimum (over night)	76

CHINA COAST METEOROLOGICAL REGISTER.

October 17th.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day 9 A.M.	HONGKONG. On date at 10 A.M.	AMOY. Previous day 9 A.M.	AMOY. On date at 10 A.M.	SHANGHAI. Previous day 9 A.M.	SHANGHAI. On date at 10 A.M.	MANILA. On date at 10 A.M.	MANILA. On date at 4 P.M.
Barometer	30.04	30.12	30.00	30.05	30.07	30.12	30.07	29.99
Thermometer attached	81.0	83.0	83.0	77.0	68.0	68.4	83.5	83.3
Direction of Wind	ENE	ENE	S	NW	N		SSW	NW
Force	3	5	2-4	1-3	4	2	1	1
Dry Thermometer	80.0	80.0	83.0	77.0	67.5	68.0	84.1	85.0
Wet Thermometer	78.0	72.0	74.0	73.0	64.5	66.0	79.0	78.8
Weather	b.c.	b.c.	b.c.	b.c.	c.p.	b.c.	b.c.	b.c.
Hour's Rain	—	—	—	—	—	—	—	24
Quantity fallen	—	—	—	—	—	0.02	—	0.29

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N. N.N.E., N.E., &c.

FORCE OF WIND.—0 calm, 1 to 2 light breeze, 3 to 5 moderate, 6 to 7 fresh, 7 to 8 strong, 8 to 10 heavy, 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Red threatening. V. Visibility. W. Storm. Z. Calm. The letters are repeated to indicate any increase over the mean average of their signification.

RAIN.—The hours of rain for the previous 24 hours (noon are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

INSURANCES.

SUN FIRE OFFICE.

The Undersigned are prepared, from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

GLINSTEAD & DAVIS, Agents, Sun Fire Office.

Hongkong, 12th May, 1881. [17

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (FULLY SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LEUNG YIN, Esq., President.
BAN HUP, Esq. | YO'U CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE, No. 2, Queen's Road West, Hongkong, 14th March, 1881. [1730

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [3

YANGTSZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up) ..... Tls. 420,000.00
PERMANENT RESERVE ... Tls. 230,000.00
SPECIAL RESERVE ..... Tls. 290,553.95

TOTAL CAPITAL and ACCUMULATIONS, 6th April, 1882 ..... Tls. 940,553.95

DIRECTORS.

H. DE C. FORBES, Esq., Chairman.
J. H. PINCKVOSS, Esq. | WM. MEYERINK, Esq.
A. I. M. INVERARITY, Esq. | G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.

Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.

Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent, 68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.

Subject to a charge of 12 % for Interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premia paid by them.

RUSSELL & Co., Agts.

Hongkong, 8th May, 1882. [2

LA GRANDE COMPAGNIE D'ASSURANCES MARITIMES, (CERCLE TRANSPORTS REUNIES) PARIS.

CAPITAL SUBSCRIBED ..... 50,000,000 Francs.
CAPITAL PAID-UP ..... 12,500,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.

Hongkong, 1st January, 1882. [1824

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [13

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $60,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED TO ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co., Agents, Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [22

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [913

BENGAL INSURANCE SOCIETY.

THE Undersigned having been appointed AGENT for the above Company, is prepared to ACCEPT MARINE RISKS at Current Rates, allowing usual discounts.

E. R. BELLILIOS.

Hongkong, 5th August, 1882. [1489

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £10,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

Hongkong, 11th May, 1881. [18

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ..... at ½ % Net per Annum.
On First-class Godowns, & Merchandise stored therein ..... at ½ % Net per Annum.
On Coals ..... at 1 % Net per Annum.
On Petroleum in licensed Godowns ..... at 1½ % Net per Annum.
On First-class Chinese Tenements ..... at 2 % Net per Annum.
On Second-class Chinese Tenements ..... at 2½ % Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [19

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [15

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January, 1882. [21

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAMBURG AND LONDON	Lothair	Boulton	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
LONDON, &c., via SUEZ CANAL	Pembrokeshire (str.)	Rickard		Adamson, Bell & Co.	On or about 24th inst.
LONDON, via SUEZ CANAL	Glenogle (str.)	Gulland		Jardine, Matheson & Co.	On or about 21st inst.
MARSEILLES, via SUEZ, &c.	Anadyr (str.)	Minier		Messageries Maritimes	On 24th inst., at Noon.
NEW YORK	Alexander McNeil	Sproul	Hongkong	Russell & Co.	Quick despatch.
NEW YORK	Antioch	J. Hemingway	Hongkong	Adamson, Bell & Co.	Quick despatch.
NEW YORK	Phineas Pendleton	Laffin	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Ruthin	Monkman	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Rockhurst	Bulford	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO, via Y'HAMA	City of Tokio (str.)			P. M. S. S. Co.	On 28th inst., at 3 P.M.
SYDNEY AND MELBOURNE	Cattorthun (str.)	Miller		Gibb, Livingston & Co.	On or about 8th Nov.
SYDNEY, MELBOURNE, &c.	Meath (str.)	John Johnson		Geo. R. Stevens & Co.	On 31st inst., at 4 P.M.
KUDAT AND SANDAKAN	Hainan (str.)			Birley & Co.	On 22nd inst, Daylight.
YOKOHAMA	Tamais (str.)	Drujon		Messageries Maritimes	Quick despatch.
YOKOHAMA	Antonio (str.)	Seaborne		Russell & Co.	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Bangalore (str.)			P. & O. S. N. Co.	On 20th inst., at Noon.
SHANGHAI	Iraouaddy (str.)	Pasqualini		Messageries Maritimes	Quick despatch.
SHANGHAI	Fooksang (str.)	Davies	Hongkong	Jardine, Matheson & Co.	To-morrow, at 6 P.M.
SHANGHAI	Peking (str.)	G. H. Drowes	Hongkong	Siemssen & Co.	To-morrow, at ½ P.M.
SWATOW AND BANGKOK	Feilung (str.)	W. N. Allison	Hongkong	Yuen Fat Hong	On 20th inst., at Noon.
SWATOW, AMOY, & FOOCHOW	Namoa (str.)	Westoby	Hongkong	Douglas Lapraik & Co.	To-morrow Daylight.

INSURANCES.

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YO TIN, Esq.
and ten others.

HO SHEN CHEE, Esq., Secretary.

The Company GRANTS POLICIES on MARINE RISKS at Current Rates to all parts of the World.

Usual returns of Premia are made to all Contributors of Business whether Shareholders or not.

HO SHEN CHEE, Secretary.

Head Office, Hankow Road, Shanghai, 1st June, 1882. [1092

SCOTTISH IMPERIAL INSURANCE COMPANY.

FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premia for LIFE INSURANCE in China.

MEYER & Co., Agents.

Hongkong, 3rd June, 1879. [1046

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

Hongkong, 16th November, 1872. [16

NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879.

RECORD of AMERICAN and FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, 4th September, 1879. [1030

THE CITY OF LONDON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL—$2,000,000—PAID-UP £200,000. PAID UP RESERVE FUND—£50,000.

THE Undersigned having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

GEO. R. STEVENS & Co.

Hongkong, 1st January, 1882. [244

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000 at Current Local Rates.

RUSSELL & Co., Agents.

Hongkong, 1st January, 1874. [1

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ % nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE, Secretary.

Hongkong, 27th March, 1883. [680

THAMES AND MERSEY MARINE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—1, ROYAL EXCHANGE BUILDINGS, LONDON.

The Undersigned, having been appointed Agents in Hongkong and China for the above Company, are prepared to accept MARINE RISKS at Current Rates, allowing usual discounts.

ADAMSON, BELL & Co., Agents.

Hongkong, 4th May, 1881. [847

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

CAPITAL OF THE COMPANY	£1,000,000 Sterling.
OF WHICH IS PAID-UP ...	£100,000 Sterling.
RESERVE FUND UPWARDS OF	£120,000 Sterling.
ANNUAL INCOME	£250,000 Sterling.

The Undersigned have been appointed Agents for the above Company at HONGKONG, CANTON, FOOCHOW, SHANGHAI, and HANKOW, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.

Hongkong, 15th October, 1868. [14

THE SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

CAPITAL, £1,000,000 (One Million Sterling).

UNLIMITED LIABILITY OF SHAREHOLDERS.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT FIRE and MARINE RISKS at Current Rates, allowing usual discounts.

GEO. R. STEVENS & Co.

Hongkong, 1st July, 1881. [20

NOTICE.

PRINTING OF EVERY DESCRIPTION AT THE "DAILY PRESS" OFFICE.

Particular attention is given at this Establishment to COMMERCIAL and GENERAL JOB PRINTING, every description of which is executed IN THE BEST STYLE and at SUCH PRICES as will bear FAVOURABLE COMPARISON with ANY IN THE EAST.

"DAILY PRESS" OFFICE, HONGKONG.

INTIMATIONS.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE 1874, "WEISSLACK."
$20 ..... per case of 2 dozen pints.
$19 ..... per case of 1 dozen quarts.
GRAND VIN CHATEAU LEOVILLE.
$24 ..... per case of 1 dozen quarts.
PALMER MARGAUX.
$7.50 ..... per case of 1 dozen quarts.
$8.50 ..... per case of 2 dozen pints.
CHATEAU LAROSE.
$12 ..... per case of 1 dozen quarts.
LORMONT.
$5 ..... per case of 1 dozen quarts.
$6 ..... per case of 2 dozen pints.

SIEMSSEN & Co.

Hongkong, 26th March, 1881. [24

T. ALGAR AND COMPANY HOUSE AND ESTATE AGENTS.

RENTS COLLECTED.
BROWN, JONES & CO., UNDERTAKERS.
MOURNING STATIONERY, &c., MONUMENTS ERECTED.
3, QUEEN'S ROAD EAST. [29

J. AND R. TENNENT'S ALE and PORTER.

DAVID CORSAR & SONS' Merchant Navy, Navy Boiled, Long Flax, Crown } CANVAS.

ARNHOLD, KARBERG & Co.

Hongkong, 11th May, 1867. [26

NOTICE.

BOOKBINDING IN ALL ITS BRANCHES AT THE "DAILY PRESS" OFFICE.

Bookbinding in every Style by Competent Workmen on the Premises.
Music bound in Elegant Bindings.
Commercial Binding of every Size and Description, and Account Books ruled to any Pattern.

QUALITY OF MATERIALS AND WORKMANSHIP GUARANTEED.

"DAILY PRESS" OFFICE, HONGKONG.

LORNE HIGHLAND WHISKY.

Pure Highland Malt,
Thoroughly matured.
"As a Stimulant,"
Says the *Medical Review*,
"It is preferable to Brandy."

Bottled under the special supervision of H.M. Inland Revenue, in full-sized bottles, 6-to the gallon.

Sole Proprietors,
GREENLEES BROTHERS,
31, COMMERCIAL STREET, LONDON, E.
Distilleries, Argyleshire.
Agents:—
JARDINE, MATHESON & Co., Hongkong. [1441

NOW ON SALE.

IMPERIAL QUARTO.

ENGLISH AND CHINESE DICTIONARY,

WITH THE PUNTI AND MANDARIN PRONUNCIATION.

An Anglo-Chinese Dictionary, published at the *Daily Press* Office, Hongkong.

For comprehensiveness and practical service this Work stands unrivalled. All the new words which the Chinese have of late years been compelled to coin to express the numerous objects in machinery, photography, telegraphy, and in science generally, which the rapid advance of foreign relations has imposed upon them, are here given *in extenso*. Each and every word is fully illustrated and explained, forming exercises for students of a most instructive nature. Both the Court and Punti pronunciations are given, the accents being carefully marked on the best principle hitherto attained. The typography displays the success of an attempt to make the Chinese and English type correspond in the size of body, thereby effecting a vast economy of space, achieving a clearness not previously attained, and dispensing with those vast margins and vacant spaces which have heretofore characterized Chinese publications.

To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000; whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

For practical purposes the arrangement of the work is so complete, that a reference to its pages enables a person who understands English to communicate *effectively* with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To parties resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

LONDON: TRUBNER & Co., 60, PATERNOSTER ROW.
HONGKONG "DAILY PRESS" OFFICE, WYNDHAM ST.

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [27

"JAPAN GAZETTE," YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office, Hongkong, 23rd May, 1882.

KEATING'S BONBONS OR WORM TABLETS,

A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for Children. Sold in Bottles by all Chemists. [1716

VESSELS ON THE BERTH.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Steamship "NAMOA," Captain Westoby, will be despatched for the above Ports, TO-MORROW, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, 16th October, 1882. [1924

STEAM TO YOKOHAMA VIA NAGASAKI.

WITH OPTION OF CALLING AT HIOGO (Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship "BANGALORE" will leave for the above places on FRIDAY, the 20th October, at TWELVE (NOON) O'CLOCK.

A. McIVER, Superintendent.

Hongkong, 3rd October, 1882.

FOR SWATOW AND BANGKOK.

THE Steamship "FEI-LUNG," Captain W. N. Allison, will be despatched for the above Ports, on FRIDAY, the 20th instant, at NOON.

For Freight or Passage, apply to YUEN FAT HONG, Agents.

Hongkong, 17th October, 1882. [1930

FOR KUDAT AND SANDAKAN. (BRITISH NORTH BORNEO.)

THE Steamship "HAINAN," will be despatched as above, on SUNDAY, the 22nd instant, at DAYLIGHT.

For Freight or Passage, apply to BIRLEY & Co.

Hongkong, 14th October, 1882. [1917

FOR LONDON VIA SUEZ CANAL.

THE Steamship "GLENOGLE," Captain Gulland, will be despatched for the above Port, on or about the 21st instant.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, 10th October, 1882. [1896

FOR PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY, AND MELBOURNE, VIA SINGAPORE, (Taking Cargo at through rates for ADELAIDE, all NEW ZEALAND and TASMANIA PORTS, NEW CALEDONIA and FIJI.)

THE Steamship "MEATH," Captain John Johnson, will be despatched as above, on TUESDAY, the 31st instant, at FOUR P.M.

For Freight or Passage, apply to GEO. R. STEVENS & Co.

Hongkong, 13th October, 1882. [1916

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "PHINEAS PENDLETON," Laffin, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 16th October, 1882. [1928

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, NEW CALEDONIA, AND FIJI.)

THE Eastern and Australian Steamship Company's Steamer "CATTERTHUN," Captain Miller, will be despatched as above on or about WEDNESDAY, the 8th November.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th October, 1882. [1921

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "IRAOUADDY," Commandant Pasqualini, will be despatched for SHANGHAI shortly after her arrival from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th October, 1882.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship "TANAIS," Commandant Drujon, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th October, 1882.

FOR NEW YORK.

THE 3/3 L. I. I. American Barque "ANTIOCH," J. Hemingway, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to ADAMSON, BELL & Co.

Hongkong, 9th October, 1882. [1875

FOR HAMBURG AND LONDON.

THE A 1 British Ship "LOTHAIR," Boulton, Master, will load here for the above Ports, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co.

Hongkong, 27th September, 1882. [1818

FOR SAN FRANCISCO.

THE 100 A 1 British Ship "ROCKHURST," Bulford, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 14th September 1882. [1733

FOR SAN FRANCISCO.

THE A 1 British Ship "RUTHIN," Monkman, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 21st September, 1882. [1780

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;

ALSO,

BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 24th day of October, 1882, at NOON, the Company's Steamship "ANADYR," Commandant Minier, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 23rd October, 1882.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 23rd of October, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 13th October, 1882

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF TOKIO" will be despatched for San Francisco, viâ Yokohama, on SATURDAY, the 28th October, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, viâ Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany, by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 27th October. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.

Hongkong, 13th October, 1882.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship "ALEXANDER McNEIL," Sproul, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, 27th September, 1882. [1810

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ALVA, Portuguese barque, E. de Souza.—Brandão & Co.
AGNES MUIR, Brit. bark, J. Lowe.—Gibb, Livingston & Co.
ALWINE, Ger. str., R. Thiesen.—Wieler & Co.
CHARITY, British bark, Baker.—Chinese.
CHINA, German steamer, H. Schoen.—Yuen Fat Hong.
DURHAM, British steamer, Geo. Huddy.
ERIN'S ISLE, Brit. ship, J. Fleming.—Gibb, Livingston & Co.
GESINE BRONS, Ger. bark, Trimback.—Wieler & Co.
GUSTAV & OSCAR, Ger. ship, Leemann.
IRIS, British 3-masted schooner, E. Shaw.—Siemssen & Co.
MARINA, British bark, Langlois.—Adamson, Bell & Co.
MOMMSEN, Ger. ship, A. R. Wilms.—Melchers & Co.
NIIGATA-MARU, Jap. str., J. Wynn.—M. B. M. S. S. Co.
N. BOYNTON, Am. bark, Nasson.—Douglas Lapraik & Co.
PEKING, Brit. str., Drowes.—Siemssen & Co.
PRIMA DONNA, American ship, Hatch.
PRINTEMPS, French bark, F. Gaillard.—Birley & Co.
ROCKHURST, Brit. str., Bulford.—Russell & Co.
ROSSINI, German bark, Albers.—Messageries Maritimes.
SAM. D. CARLETON, Am. bark, G. A. Freeman.
STARLIGHT, Siamese bark, E. Moller.—Yuen Fat Hong.
SCHWAN, Ger. bk., Schroder.—Siemssen & Co.

CARLTON WHISKEY.

ELEVEN YEARS OLD, and FIVE YEARS OLD

THESE GRAND OLD SCOTCH WHISKIES are shipped only by RICHARD MATHEWS & COMPANY, of London and Inverness, who are sole possessors of the Brand "CARLTON." They are distilled from the finest Highland Malt only, are in every respect equal to the best Cognac Brandy, and guaranteed to be entirely free from Fusil Oil or other noxious impurities.

The following Letter has been received from the Secretary of the "CARLTON" CLUB.

CARLTON CLUB, Dec. 20, 1875.

Messrs. R. MATHEWS & Co.

GENTLEMEN,—In reply to your inquiry as to whether the Wh

EXTRACTS.

UP AND DOING.

Pluck your roses while they blow—
Yesterday is done;
Let no hour unfulfil flow—
Time is passing on.

For enjoyment or for toil
Is to-day or none;
To-morrow all your plans may foil—
Time is passing on.

Tide's neglected good to do,
We regret when gone;
Speedy act is my advice—
Time is passing on.

GLEIM, in *Phrenological Magazine.*

HYDRAULIC POWER AT HOME.

Persons with an engineering turn of mind have often made it their hobby to render their houses mechanical curiosities. Mr. Edgeworth appears to have been given to this mode of exercising his ingenuity. His house, says Sir Henry Holland, was full of contrivances for making the ordinary acts of life subserve other and unforeseen uses. The mere opening and shutting certain doors, for instance, set in motion machinery for winding up clocks or raising weights in other parts of the house. Winstanley, the unfortunate builder of a wooden lighthouse on the Eddystone, was another eccentric genius who delighted in such mechanical contrivances, which in his hands often took the form of practical jokes. A visitor to his house who should put his foot into a slipper in his bedroom conjured up a ghost on the hearthrug before him. He would throw himself into an easy chair and immediately find himself firmly clasped in the arms of it, and if he sauntered into an arbour in the garden, he would presently be astonished to find himself afloat on a canal. When electricians, and sanitarians, and engineers of one sort and another have worked their will with us for another generation or two, most of our houses will probably be as full of mechanical contrivances. The latest project for London is one by which hydraulic power is to be placed at the disposal of anybody who cares to have one more pipe carried into his premises, and does not object to the periodical visits of one more rate collector. Few people know much about this hydraulic force, or what it can be made to do. Very few are aware how multifarious are the functions it already performs. Just now and again it is brought into prominence among the forces at the disposal of engineers, and people almost stand aghast at its tremendous capabilities. There are those who well remember the sensation occasioned by the exhibition of its power at the Menai tubular bridge, where two tubes, each weighing nearly 2,000 tons, had to be hoisted a hundred feet into the air. A later display of it was in the launching of the *Great Eastern*. Brunel, it may be remembered, found it necessary to shove the monster he had created sideways down into the water. The total weight of the vessel was, we suppose, some ten or twelve thousand tons; and some very faint idea of the power that was brought to bear upon it may possibly be conveyed by the statement that one of the hydraulic rams burst under a pressure of 12,000 lbs. to the square inch. The mention of a ship in this connection recalls to mind a curious application of this same force and on no trivial scale, on board the ill-fated *Bessemer* steamship. This vessel, as everybody knows, was intended to do away with sea-sickness, and in the middle of it had a swinging saloon, some 70 feet long, the least movement of which could be counteracted by a slight motion of the hand operating on a hydraulic ram. Another unfortunate scheme presented a very striking display of this tremendous force. The steam ferry across the Thames, near the Thames Tunnel, had to be brought at all states of the tide on a level with a platform on either side of the river, or rather the platforms had to be brought on a level with the ferry, and it was very curious to see what had the appearance of a section of a roadway, and perhaps three or four heavily-laden carts or vans with their men and horses, all lifted or dropped by a slight movement of a single hand upon a lever. The unobtrusiveness of the force is very impressive. There is none of the fuss and fume of steam power, and the actual hydraulic machinery lies in a wonderfully small compass. All the promises of the various Dock Companies in the port of London are permeated by this force, yet there is little to see and no noise. Jumbo may be hoisted on board a vessel, or dock-gates may be opened or shut, or hogsheads of sugar may be lifted out of the hold of a vessel as though they were so many nutmegs, but there are no engines to be seen, and the men who manipulate the power rarely know anything about it. The cranes in the West Indian Docks will, we believe, lift 30 tons with ease, and at Woolwich the same silent power must, we suppose, be capable of doing twice or three times as much. This same giant is as capable of small achievements as of great ones. In the West Indian Docks, for instance, it has within the past year or two been set to perform what looks to be rather an ignominious task by comparison with most of its doings. All coffee coming into the Dock here is turned out of the receptacles it comes in, in order to be sorted according to the size and colour of the berry.

When it comes to be returned to the casks in which it has arrived, there is always a difficulty in getting it in, and labourers used to be employed to thump the sides of the barrels with mallets. This thumping is now done by hydraulic power. The barrel is placed in the middle of a machine, and a little handle is turned. This alternately puts on and cuts off the water-power, and a number of the iron beaters first spring out from the sides of the receptacle and then fall heavily back again, shaking the coffee beans into their places in about one minute, a task which it formerly took six men five minutes to perform. Another very curious and pretty function is here required of this useful agent and it is one which must, we fancy, do a good deal to reconcile Londoners to the idea of tolerating another system of pipes for the disturbance of the streets. In the Docks the water-mains are under constant pressure; but here, as elsewhere, it is found that as a means of grappling with a fire the pressure is altogether inadequate. The first outburst of the water is powerful enough; but the fact of its outbursting instantly relieves the pressure, and the column of water falls, and is no longer available for any considerable height. The Dock Companies, however, are able most effectually to remedy this by carrying into their standpipes a jet from their hydraulic mains. Reinforced by this powerful auxiliary, the column of water which spurted up feebly and mostly in the form of a spray rises instantly in a dense and effective stream to a great height. The company about to carry these hydraulic mains through the streets for the convenience of anyone who chooses to pay for it have, it must be confessed, a strong point over and above their Act of Parliament when they urge that they will be prepared to do for the public protection just what the Dock Companies now do for their own security. They will have their pipes under the roadway alongside the water mains, and it will but require that a connection shall be provided between the two systems at each stand-pipe to render their pressure of some 700 lbs. or 800 lbs. to the square inch available for fire extinction purposes. This would undoubtedly render the standpipe system efficient, whereas at present it is very generally found to be a failure.—*Daily News.*

REINDEER.

There is a charm for the imagination in the solemn dreariness of the landscape in the far-spreading country of the reindeer, where the wanderings and the encampment of the men are regulated by the supply of food for the animals, so that Lapps may be said to live that reindeer may browse: in the bare, rounded hills, covered with stones wrenched from the rocks by thousands of years of frost, the lakes; in the rivers, the cascades, the snow-covered pastures, and the scanty birch-trees, without which even the Lapps could not make out their wandering lives. Where the lichen grows the reindeer herds seek it, and the men must follow them. A great herd of reindeer swimming across a wide river or a fjord must be a fine sight; also, the sagacious creatures coming to the camp to be milked. The milk of reindeer forms an important item in the food of the Lapps, and is more nutritious than that of the cow or the ass. Cheese is made in large quantities, but little butter, and that so bad that it is like tallow. The women know all the animals in the large herds, and miss a straggler at once, when the herd come noiselessly about the tent, accompanied by hungry dogs, and some lie down, while others eat the moss, using their sharp, handy fore-feet to detach it. When the camp is broken up in summer, trained reindeer carry the baggage, instead of drawing the loads, as they do in winter, and moving is much more difficult. The lading is a work of skill, and the pack-saddle is a curiosity. It consists of two pieces of wood, rounded so as to fit the shape of the animal, with leather at the ends. This is put on exactly like a horse's saddle, but more forward; a piece of reindeer-skin or coarse blanket is placed under it, to protect the animal's back; the burdens are then evenly disposed on either side, from eighty to one hundred pounds being the average weight carried by each. The tent-poles are bound together, and drawn along the ground. Some unladen reindeer, to act as reliefs, follow in the rear of the pack animals, who travel in single file, attached to each other by strong leather ropes, made fast to the base of the horns, and led by a guide. Seven is the ordinary number under the charge of one man. The tents are very portable, convenient, and durable; unlike those of the Nomad Tartars, they are never covered with skins. In summer, the camp will be pitched near a spring or stream of water, in the neighbourhood of dwarf birch and juniper, and not distant from good pasture. About all the pools grows the famous Lapp "shoe grass," and this beneficent product of nature is gathered in great quantities during the brief summer, and carefully dried for winter use. The Lapp wear the grass in their shoes in winter, because it has the peculiarity of retaining heat; in summer, because it protects their feet from the stony ground. In the hilly and desolate Norwegian regions, above which Sulitelma towers, 6,326 feet high, with its vast glacier, and where, though the mean temperature of the year is about freezing-point, exquisite flowers grow in great profusion over 4,000 feet above sea-level and on the snow-line, many roving Lapplanders and herds of reindeer are to be met with. At 2,000 feet above the snow-line, the lichens, and consequently the reindeer, disappear. In his graphic sketch of Lapland, M. Goblet d'Alviella gives us a lively notion of the mosquito of the Far North; his memorable narrative of his own miseries includes a pitiable account of the sufferings of the reindeer, who go plunging along, maddened, blinded, and bleeding from the attacks of the humming plagues "that would spoil Paradise." The terror of the winter camps are wolves; for them, the small, brave dogs, covered with long, thick hair, and resembling little bears, are always on the watch, and they attack them fearlessly, but with great cunning, "taking care not to be bitten by them, and choosing their time and place to bite." Reindeer bulls will often defend themselves against these enemies, but it is a sore disaster when a pack of wolves gallop into the midst of a herd, for the reindeer scatter in all directions, and the owners have to go long distances to find them, and often lose great numbers. When the snow is on the ground, the hardy little men will pursue the wolves on snow-shoes (on these a Lapp can travel 150 miles in a day of 18 hours), easily overtake, and spear, or kill them with clubs; the wolves cannot escape when the snow is deep. The training of the reindeer—a naturally timid and restless animal—to draw a sledge and carry burdens is a slow and arduous task, but the process involves no ill-treatment. They are given salt and angelica, which, we presume, is reindeerse for beer and skittles. When driving with a guide along the Muonio, very far north, with the mercury 10 degs. below zero, M. du Chaillu came upon a strange spectacle, literally, reindeer "diggings." He entered a forest, and found himself in the midst of a number of holes several feet deep. He floundered through this dangerous place, and entered another forest, where he came suddenly upon a large herd that had just halted. Strange, indeed, was the appearance of that dark forest, with the multitude of reindeer under the foliage. The snow was not very deep, not over 4 feet, and under it was buried the rich moss. The number of the animals seemed countless, and all except the young ones were busily digging, first with one fore-foot, then with the other, the holes becoming larger and larger, and the bodies of the reindeer more and more hidden. Wherever he turned his eyes, they were doing the same work; they were evidently hungry. On his way back he looked for the herd; none were to be seen. He alighted, and inspected the ground, and then found that they had dug holes so deep that he could see only their tails, which swayed to and fro. The moving of these wonderful animals through deep snow—of course, their hoofs are useless upon ice—must be a sight worth seeing, though one has to pay a big price for it, packed into the boat-like sleigh, and perfectly helpless as they dash onwards, charging the great banks of snow at their rushing speed; their hoofs, with long hair growing between them, spreading in the snow as they touch it, and the pace so rapid that there is no time to sink. On a thirty-miles journey, from Mukkavuoma to Halligskoven in Norway, during which he encountered a terrific storm, M. du Chaillu had an opportunity of observing the endurance of the reindeer. In ascending the hills they were so exhausted by their struggles with that snow, that they would drop upon it and lie on their backs, apparently in great suffering, then breathe very hard, and be so utterly helpless that a stranger would think they were about to die; but in a few minutes they would regain their breath, rise to their feet, eat snow, and set off again. The moss tracts, vast as they are, have to be carefully husbanded, for the crop takes from seven to ten years to grow. Year after year will a Lapp family roam over the same tract as their ancestors, all their energies devoted to the tending and increase of their herds. M. du Chaillu thinks the reindeer owned by the Nomad and Sea Lapps number about 400,000. In the province of Findmarken alone there are over 65,000. The moving season is the beginning of May; then the herds leave their winter pasture-grounds by the rivers and in the woods, and migrate to the higher lands near the fjords. A "moving day" at Kautokeimo is a fine sight, as the great herds muster for their passage over the snow-clad trackless hills. The newly-born calves are either carried, or put in a sleigh. Reindeer are never housed; they enjoy the cold and revel in the snow. Food is never given them, and unless they are specially trained to do so they will not touch moss that has been gathered. They are very tame, and yet strangely wild, or rather nervous, and it is bad to startle them. Their speed is greatest in October, November, and December; a good reindeer in good condition will travel, in good country 150 miles a day, but eighty is the average. They are kindly creatures, sociable, gentle, affectionate, willing, greatly superior to other cattle in most respects, easily managed in a herd, but they must not be left by themselves in summer. Their battles are imposing encounters.—*Spectator.*

ANECDOTAL PHOTOGRAPHS.

CETEWAYO.

The unfortunate Monarch, who is at present masquerading in London in the undress uniform of a British General, is a very good specimen of his race. His dusky features are familiar to most people from the photographs which are liberally displayed in shop windows. He is a burly individual of stalwart proportions with singularly massive limbs, and an unwieldy figure. There is nothing regal or imposing in his appearance, for the truth is that his clothes sit awkwardly upon him, and he manifestly feels ill at ease in his unaccustomed trappings. But his features, though large and coarse, are lighted up by an intelligent expression, his voice is by no means unmelodious, and his unaffected manners, and evident desire to please, go far to obliterate disagreeable impressions.

Cetewayo is very much pleased with his new quarters. The house is pleasantly situated, overlooking Lady Holland's park, and has a good-sized garden in the rear. It is furnished strictly in accordance with English tastes by the ubiquitous Whiteley; but the ex-King and his suite do not take kindly to the British bedstead, and, in fact, have dispensed with that civilised article of furniture, preferring to sleep upon the floor. On his arrival, Cetewayo explored the house from garret to basement, examining every nook and corner with childish curiosity, and was evidently filled with astonishment. He is an early riser, and takes his bath with commendable regularity; and is very particular as to his washerwoman. His indoor attire is a suit of blue serge of the nautical type, and he wears on his head a gorgeously embroidered smoking-cap.

Cetewayo receives his visitors seated upon an ottoman in the centre of the capacious drawing-room. He is a great stickler for etiquette, which is strictly observed by his followers. The visitor is invited to take a chair in front of the King, while the native chiefs sit at a respectful distance behind. As his Majesty can only speak a few words of broken English, the conversation is carried on through an interpreter, Mr. Shepstone generally acting in that capacity. The King shakes hands with cordiality, and converses with evident freedom and earnestness. He is grave and dignified in his bearing, and apparently does not possess much sense of humour. Nevertheless, he appears to be capable of perpetrating a joke with his followers, who frequently laugh heartily at his remarks. At the end of the interview the King says "good-bye" in English, and again shakes hands with a pleasant smile. The visitor cannot fail to be impressed by his childlike simplicity, and the absorbing nature of his aspirations. Though he asks many questions with a keen desire for information, his enquiries all have a direct bearing upon the object of his mission. He does not fail, however, to express gratitude for the warmth of his reception by the public, which he evidently regards as a favourable augury.

So far Cetewayo is pleased with all he has seen in England, and even, *mirabile dictu*, has no fault to find with our much-abused climate. Our English ladies, however, do not come to his standard of female grace and beauty, which may perhaps account for his awkwardness in their presence; or perhaps he may be haunted by tender recollections of the faithful spouses who followed him into captivity, to each of whom he dutifully wrote during the voyage. On being introduced to a lady at Southampton, he was overwhelmed with confusion, and was hardly less embarrassed when another lady presented him with a gold locket. In other respects he shows a commendable readiness to adapt himself to our English institutions. He has not quite got over a feeling of distrust at a staircase, but he and his followers have learnt to manipulate a knife and fork.

Cetewayo is a famous trencherman. His chief diet is our national roast beef, of which he consumes several pounds daily. It is said that on the voyage between Cape Town and Madeira, he and his chiefs managed to dispose of 800 pounds of solid meat. He is not averse to other kinds of food, though he despises all condiments, even mustard and salt. He objects to the barbarism of taking different kinds of food on the same plate, and has vegetables served separately. He commences breakfast with porridge, which, during the voyage, he was wont occasionally to wash down with whisky. Upon the whole, however, he is very abstemious, confining himself chiefly to non-intoxicants. He takes his meals in company with his suite, two of whom—Umkosana and Ungobozana—commanded his armies against our troops at Isandula and Rorke's Drift respectively.

His temper is amiable, and his disposition generous. He does not appear vindictive, and refers to John Dunn's alleged ingratitude with indignation, but without bitterness. He is very impressionable, and cries like a child in moments of depression. Latterly his spirits have been buoyed up by the prospect of getting his wrongs redressed. Whatever shortcomings he may display to our civilised eyes, he is no mere savage, and in bare justice it should be borne in mind that he was vanquished without dishonour, and is innocent of treachery, cowardice, or cruelty.

Cetewayo does not regard his visit to England as a pleasure excursion, and it is doubtful whether he will appear much in public. He is filled with a serious purpose and is overwhelmed with the importance of his mission. He says openly that he has come to plead with the Queen and the Home Government for his restoration to the Zulu kingdom. It is touching to read of his eagerness during the voyage to reach his destination, and there is something truly pathetic in the spectacle of a dethroned monarch making a pilgrimage to the land of his conquerors. Whatever may be the object of the Government in bringing him over, it is in the light of a pious pilgrimage that Cetewayo regards his visit. He is hopeful of the result, and looks forward to his interview with "the great Queen" as the realisation of his ardent longings. Apart from legal technicalities—or rather, in spite of them—he is still a captive among a strange people, and his natural intelligence and sensitiveness cause him to feel his humiliating position with painful acuteness. No wonder, therefore, that his broken spirit refuses to be consoled by the fussy attentions of obtrusive nobodies, and derives no lasting comfort from the missionary's concertina.—*Truth.*

Thames-Street Industries, by Percy Russell. This Illustrated Pamphlet on Perfumery, &c., published at 6d., may be had gratis from any Chemist or dealer in perfumery in the World, or John Gosnell and Co., London.—[Advt.] 631

After Nacker's third wife was buried, Dan Peiter presented a bill to the bereaved husband, who had already married again: "To diggin grav for yer 3d. wife, $8 dollars." "Thunderation!" exclaimed Nacker, "that's too much, when I give ya all my business in that line. I'll give you a bushel of beans an' call it square." "Can't do it," said Dan. "Well, then, after this time I'll dig my own graves," said the economical Nacker.—*Detroit Free Press.*

HONGKONG MARKETS.

As reported at CHINESE ON THE 17TH OCT., 1882.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$88.50 to 93.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$75.00 to 79.00
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$1.60 to 2.85
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Gray Shirtings, 7 lbs., per piece	$1.55 to 1.63
Gray Shirtings, 8 lbs., per piece	$1.77 to 1.85
Gray Shirtings, 8½ lbs., per piece	$1.95 to 2.22
Gray Shirtings, 9 lbs., per piece	$2.65 to 2.75
Gray Shirtings, 10 lbs., per piece	$2.97 to 3.09
GreyT-Cloths, 24yds. & 32in. 9lbs. p. pc.	$1.20 to 1.25
GreyT-Cloths, 24yds. & 32in. 7lbs. p. pc.	$1.35 to 1.70
GreyT-Cloths, 24yds 36in 8 lbs. XO p. pc.	$1.80 to 1.85
GreyT-Cloths, 24yds 36in 8 lbs. VV p. pc.	$2.30 to 2.35
GreyT-Cloths, 24yds 36in 8 lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.00 to 0.05
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.63 to 0.64
Handkerchiefs, Light Red, per dozen	$0.65 to 0.77
Turkey Red Shirtings, 3 lbs., per piece	$1.75 to 2.40
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velvéteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 34 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 34 to 60 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 900 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MH, per piece	$3.60 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.95

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.30
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, SSS, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, S, per piece	$14.50 to 15.00
Camlets, HHB, per piece	$16.50 to 17.00
Camlets, AAA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$7.65 to 7.70
Long Ells, MM Assorted per piece	$7.65 to 7.70
Long Ells, HH Scarlet, per piece	$7.75 to 7.80
Long Ells, HH Assorted, per piece	$7.65 to 7.70
Long Ells, H Scarlet, per piece	$7.75 to 7.80
Long Ells, H Assorted, per piece	$7.65 to 7.80
Lastings, DD, per piece	$12.50 to 14.00
Spanish Stripes, per yard	$0.72 to 0.73

METALS.

Iron, Nail Road, per picul	$2.50 to 2.55
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$0.25 to 0.35
Lead, Wh. per picul	$5.35 to 5.40
Lead, LB, per picul	$5.30 to 5.35
Lead, Hole Chop, per picul	$5.30 to 5.35
Quicksilver, English, per picul	$54.70 to 55.00
Quicksilver, American, per picul	$55.00 to 55.70
Steel, English, per tub	$3.35 to 3.45
Steel, Swedish, per tub	$4.25 to 4.45
Sheathing Metal, per picul	$21.00 to 25.70
Spelter, per picul	$5.80 to 5.90
Tin, Malacca, per picul	$31.50 to 32.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$33.00 to 33.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Siam, per picul	$0.32 to 1.40
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.00
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$73.00 to 78.50
Birds' Nests, 1st quality, per picul	$1,050 to 2,250
Birds' Nests, 2nd quality, per picul	650 to 800
Birds' Nests, 3rd quality, per picul	$75.00 to 210
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.00 to 9.00

PRODUCE.

Camphor, packed, per picul	$13.50 to 20.50
Camphor, Barous, clean, per picul	$3,500 to 3,800
Camphor, Refined, per picul	$1,800 to 1,950
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$28.00 to 29.50
Cloves, per picul	$35.00 to 38.50
Coals, Amoy, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$9.25 to —
Coffee, per picul	$23.00 to 24.50
Copper, Sheathing, Japan, per picul	$20.70 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$35.50 to 35.80
Cotton, Bombay, per picul	$15.30 to 15.80
Cotton, Calcutta, per picul	$17.50 to 17.80
Cotton, Ningpo, per picul	$18.20 to 18.60
Cotton, Shanghai, per picul	$15.50 to 17.50
Cotton, Shantung, per picul	$16.20 to 16.50
Cotton, Tientsin, per picul	$17.60 to 17.80
Cotton, Tungchow, per picul	$17.10 to 17.50
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$22.50 to 23.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 16.50
Cuttlefish, Chinchow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 4.4.5 to 4.5.5
Dates, Red, per picul	Tls. 3.1.5 to 3.2.5
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	$250 to 280
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs.	$1.48 to 1.54
Flour, American, per barrel of 100 lbs.	$3.10 to 3.25
Flour, American, per barrel of 200 lbs.	$6.20 to 6.35
Fungus	$39.50 to 40.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$200 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Hams, Ordinary, per picul	Tls. 17.7.0 to 18.0.0
Hams, Superior, per picul	Tls. 20.5.0 to 21.0.0
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Mělon Seeds, 1st quality, per picul	$4.90 to 5.30
Melon Seeds, 2nd quality, per picul	$4.50 to 4.70
Mushrooms, per picul	$38.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Pea Oil, per picul	Tls. 5.0.0 to 5.5.0
Peas, White, per picul	$2.05 to 2.10
Peas, Green, per picul	$1.98 to 2.02
Peas, Black, per picul	$1.65 to 1.68
Peas, Yellow, per picul	$1.34 to 1.37
Peas, Green Beans, per picul	$1.02 to 1.04
Pearl Barley, per picul	$6.50 to 7.50
Potatoe Flour, per piculs	Tls. 1.0.0 to 1.0.5
Putchuck, per picul	$13.00 to 14.00
Rhinoceros Horn, per picul	$3,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.96
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.62 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.79
Rice, Saigon, Straw bags	$1.71 to 1.73
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.95 to 6.25
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.25 to 2.40
Sesamum, White, per picul	$3.5.0 to 3.0.0
Sesamum, Black, per picul	Tls. 2.4.5 to 2.5.5
Sharkfins, per picul	$85.00 to 90.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.90 to 6.50
Straits Produce, &c.,—	
Betel Nut, per picul	$4.75 to 4.95
Pepper, White, per picul	$19.40 to 19.70
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$3.30 to 3.50
Rattans, Bangar, per picul	$3.35 to 4.05
Sandal Wood, Malabar, per picul	$4.70 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Bandil, per picul	$1.45 to 1.55
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pic.	$7.00 to 7.10
Sugar, Shek-lung, White, No. 2, p. pic.	$3.15 to 6.35
Sugar, Shek-lung, Brown, per picul	$4.05 to 4.10
Sugar Candy, Shek-lung, per picul	$9.20 to 9.35
Sugar Candy, Foochow, per picul	$9.75 to 9.80
Sugar Candy, Swatow, White, per picul	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.50 to 7.75
Walnuts, per picul	$5.25 to 5.50
Wheat, Tientsin, per picul	$2.15 to 2.18
Wheat, Japan, per picul	$2.15 to 2.18
Wood Oil, per picul	Tls. 6.3.0 to 6.3.5
Window Glass, per box	$3.65 to 3.75

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alwine	Oct. 16	Thiesen	Ger. str	400	Wieler & Co	
Bangalore	Oct. 13	Hassall	Brit. str	1309	P. & O. S. N. Co	Yokohama
Carlos	Oct. 10	C. Haesloop	Ger. str	763	Ed. Schellhass & Co.	Antoinette
Chi-yuen	Oct. 15	Wallace	Chi. str	1191	C. M. S. N. Co	Comet
Deuteros	Oct. 9	Luthjens	Ger. str	1197	Edward Schellhass & Co	Craigendarroch
Durham	Oct. 8	Geo. Huddy	Brit. str	1637	Order	Dido
Easington	Oct. 17	Greig	Brit. str	1137	Captain	F. Mendelssohn
Esmeralda	Oct. 15	R. Talbot	Brit. str	395	Russell & Co	Hectanooga
Fame	—	Stopani	Brit. str	127	H. & W. Dock Co.	Hotspur
Fei-lung	Oct. 15	N. Allison	Brit. str	752	Yuen Fat Hong	James Stafford
Flora	Oct. 17	Cave	Brit. str	230	Ban Hin & Co	Lancashire
Haukow	Oct. 15	C. L. Parks	Brit. str	2235	Butterfield & Swire	Nearchus
Hooam	Sept. 15	H. Barnett	Brit. str	1344	H. C. & M. Steamboat Co	Pembrokeshire
Ichang	—	J. Ogston	Brit. str	700	Butterfield & Swire	Canton
Jolcano	Dec. 19	J. Marquez	Span. str	654	R. Monrente	P'dont Simson
Kiangchow	—	—	Brit. str	159	H. C. & M. Steamboat Co	Salisbury
Nanoa	Oct. 15	G. Westoby	Brit. str	832	Douglas Lapraik & Co	Laid up
Olympia	Oct. 17	Christiansen	Ger. str	783	Siemssen & Co	Schiffswerft
P. D. Grosse	Oct. 14	Sokcook	Rus. str	543	Melchers & Co	Canton
Powan	—	A. G. Carey	Brit. str	—	H. C. & M. Steamboat Co	Soolloo
Provina	Oct. 16	Behrens	Ger. str	789	Tung Kee	Tanjore
Saltoe	Sept. 21	Biard	Fren. str	343	Shing Loong	
Sual	Oct. 11	Parker	Brit. str	255	Melchers & Co	
White Cloud	—	A. Benning	Brit. str	452	H. C. & M. Steamboat Co	Canton
Yettung	June 23	H. Kennett	Brit. str	290	Kwok Acheong & Sons	Macao

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Agnes Muir	Sept. 29	James Lowe	Brit. bk	851	Gibb, Livingston & Co	
Alex. McNeil	Sept. 24	Sproul	Amr. sh	1192	Russell & Co	
Alva	May 20	E. de Souza	Port. bk	632	Brandao & Co	New York
Antioch	Sept. 5	Glosmigarry	Amr. bk	989	Adamson, Bell & Co	
Charity	Oct. 12	Robt. Baker	Brit. bk	492	Chinese	New York
Erin's Isle	Aug. 20	J. Fleming	Brit. sh	1708	Gibb, Livingston & Co	
Gesine Brons	Sept. 16	Traubsck	Ger. bk	402	Wieler & Co	
Gleanry	Oct. 12	D. Thomson	Brit. sch	283	Wieler & Co	
Gustav & Oscar	Sept. 18	Siemann	Ger. sh	1353	Captain	
Hecht	Oct. 3	W. Plostz	Ger. sch	358	Siemssen & Co	
Iris	Sept. 16	Shaw	Brit. sch	206	Siemssen & Co	
Lothair	Sept. 14	Boulton	Brit. sh	794	Arnhold, Karberg & Co	London
Marina	Oct. 13	Langlois	Brit. bk	664	Adamson, Bell & Co	
Mercury	Sept. 19	Panno	Amr. sh	1156	Chinese	
Mommsen	Sept. 29	A. R. Wilms	Ger. sh	1296	Melchers & Co	
N. Boynton	Oct. 11	Nason	Amr. bk	1065	Douglas Lapraik & Co	
P. Pendleton	Oct. 4	A. N. Laffin	Amr. sh	1390	Russell & Co	
Prima Donna	Aug. 9	Hatch	Amr. sh	1150	Captain	
Printemps	Oct. 12	F. Gaillard	Fren. bk	357	Birley & Co	
Prosperity	Aug. 21	Michaelsen	Siam. bk	470	Chinese	
Rockhurst	Sept. 1	Balfour	Brit. sh	1400	Russell & Co	
Rossini	Oct. 7	H. Albers	Ger. bk	1093	Messageries Maritimes	
Ruthin	Aug. 26	Monkman	Brit. sh	1137	Russell & Co	
S. D. Carleton	Oct. 9	Freeman	Amr. bk	884	Order	
Schwan	Oct. 1	P. Schroder	Ger. bk	276	Siemssen & Co	

MACAO.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Scark	—	Cadwallader	Brit. str	—	H. C. & M. Steamboat Co	Canton
Yot-sai	—	McDougall	Brit. str	250	H. C. & M. Steamboat Co	Canton

CANTON.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fooksang	Oct. 13	Davies	Brit. str	990	Jardine, Matheson & Co	Shanghai
Ningpo